

AMERICAN
RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

SATURDAY, MAY 1, 1869.

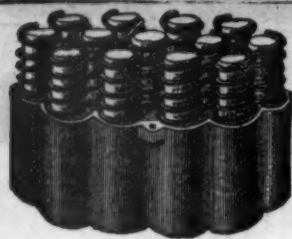
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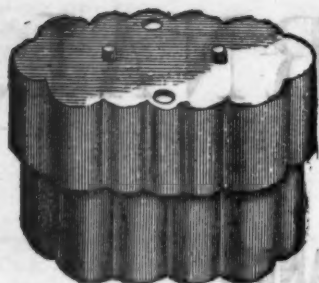


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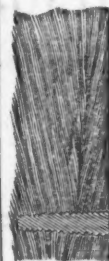
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American Railroad Journal.

New York-Saturday, May 1, 1869.

North Missouri Railroad.

REPORT OF THE DIRECTORS FOR THE YEAR ENDING FEBRUARY 28, 1869.

The directors congratulate the stockholders upon the present condition and prospects of the company.

During the past year the construction of the road has been pressed with all our energy, and notwithstanding many adverse and discouraging circumstances, we are able to report that the main line has been completed to the Iowa State line, and the West Branch to its connection with the Kansas City and Cameron Railroad, eight miles from Harlem, on the Missouri river opposite Kansas City; and an arrangement has been made with the Kansas City and Cameron Railroad for the common use of that eight miles of their road. Much yet remains to be done in the construction of houses and other conveniences for the economical use and management of the road, and in procuring additional rolling stock, to tax the energies of the company. But the great fact that the road has been completed, so that it can be successfully operated, is a substantial ground for mutual congratulations.

The public appreciation of our success is shown by sales made of our stock, which a year ago had no market value, and which now sells for ten or twelve dollars per share.

The length of the road is in round numbers as follows: The main line from St. Louis to the Iowa State line, 234 miles. The West Branch, from Moberly, (on the main line 145 miles from St. Louis) to Kansas City, 126 miles. Total length of road 360 miles.

The company also operates under a contract, heretofore reported to the stockholders, the Boone County and Jefferson City Railroad, from Centuria on the main line, (121 miles from St. Louis) to Columbia, 22 miles. The company has also leased a portion of the St. Louis and Cedar Rapids Railway, now being constructed, from our terminus at the Iowa State line to Ottumwa, where it will intersect two railroads crossing the State of Iowa. Twenty-three miles of this road are finished and we are operating it to Bloomfield. The remaining twenty miles will be finished very soon.

The company is also operating temporarily the small portion now finished of the St. Louis and St. Joseph Railroad, a road designed to run from Lexington to St. Joseph and which it is hoped will be nearly completed this year.

Total number of miles operated, 409.

During the year the company has extended its road in the city of St. Louis from its former terminus at North Market street to the St. Louis Elevator, about one and a quarter miles.

The company is now possessed of 45 locomotive engines, and cars of different classes as follows: 20 passenger coaches, 11 baggage, express and mail cars, 16 caboose cars, 410 box freight cars, 100 stock cars, 207 flat cars, 75 with coal sides, hog and stock racks, 15 gondola cars.

This equipment is obviously inadequate to the business to be done, and additions to it are being made as rapidly as they can conveniently be procured. The burning of our car shop last August caused much inconvenience and delay. We are now building cars to the extent of the capacity of our present shops.

The actual earnings during the year ending February 28th, 1869, excluding all estimates of earnings by the transportation of property and persons for purposes of construction, are as follows:

From passengers	\$383,682 68
" freight	523,259 55
" mails	30,529 76

Total

When it is considered how small was the equipment of rolling stock, and the necessity of using so much of it for the transportation of materials and other uses connected with the construction of the road, this exhibit of receipts from the portion of the road operated through the year is at least encouraging, and justifies our belief that the career of usefulness and prosperity so long hoped for has now begun.

The St. Charles bridge over the Missouri river is being constructed as rapidly as possible, and it is hoped that it will be completed within the current year. This bridge is being built by an independent bridge company, having a capital stock of one million dollars, of which this company holds three hundred and fifty thousand dollars.

The bridge at Kansas City is nearly completed. This company has no interest as proprietor in that bridge, but has by law a right to use it upon equitable terms. The use of these two bridges when completed will greatly facilitate the operations of the company.

The general liabilities of the company are as follows:

Capital stock—Main line and West Br.	\$7,771,100
First mortgage	6,000,000
Second mortgage	4,000,000

The debt for the State loan is now held by private persons, and by an agreement that it shall not be enforced except upon a contingency not at all likely to occur, and consequently it is not reported as a liability of the company.

The receipts of earnings for the month of March, 1869, the first month of the fiscal year, were:

From passengers	\$66,727 62
From freight	69,586 19

\$136,263 81

If the earnings for mail services be added to this sum, the whole will exceed one hundred and forty thousand dollars.

In behalf of the directors, very respectfully,

BARTON BATHS, President.

St. Louis, April 5, 1869.

Boston and Maine Railroad.

The Newburyport Herald says there is reason to believe that the question of extending the Boston and Maine Railroad through that city is receiving such favorable consideration from the directors, as to give every reason to believe that it will be done before the coal season shall close this year. From the point where it will cross the Eastern Railroad, to its termination at the north end, will be three miles. The cost of laying out the new road for the track will be about \$30,000, some portion of which will fall on the city.

Michigan Southern and Northern Indiana Railroad.

The earnings of this road for the years ending March 31, 1868 and 1869, were as follows:

	1868.	1869.
From freight.....	\$2,725,249 80	\$3,024,612 24
" passengers....	1,689,107 09	1,723,856 37
" mails.....	54,645 43	53,780 06
" express.....	186,588 09	138,874 86
" rents.....	22,772 50	23,764 34
" other sources.....	68,856 20	59,220 44

Totals.....\$4,747,219 11 \$5,024,108 31

Operating expenses:

Repairs of road.....	\$558,177 31	\$531,245 02
" bridges....	68,781 52	61,116 89
" fences.....	30,672 58	30,438 37
" buildings..	81,663 80	101,114 72
" engines....	242,625 50	240,022 22
" cars.....	223,816 31	232,774 61
" tools, etc..	17,933 12	20,289 31
Fuel consumed.....	268,740 13	257,959 11
Oil, tallow, waste, etc.	50,180 60	53,843 73
Gen'l superintendence	54,124 53	60,331 01
Gen'l office clerks, etc.	28,156 05	30,837 00
Outside agencies....	41,515 22	51,376 94
Conductors, etc.....	111,643 20	126,034 41
Engine and firemen..	147,191 76	159,249 37
Agents & station labor	268,354 41	291,658 07
Switch and watchmen	89,700 91	95,961 93
Telegraph operators..	37,214 10	39,295 73
Telegraph repairs, etc.	9,655 56	6,469 62
Supplying water	21,684 39	20,829 55
Gaslight account....	6,889 82	5,707 94
Flagmen and patrol..	16,840 08	11,655 59
New & re-rolled rails.	316,433 10	361,463 89
Joints for do.....	22,312 80	33,679 80
Office, train, etc., supplies.....	20,571 49	20,258 41
Advertising, etc.....	18,913 38	26,296 31
Losses and damages..	88,310 83	31,227 93
Law exp. & N.Y. office	29,872 34	33,671 53
Rents, insurance, etc.	34,412 61	29,648 13
Hire of cars.....	.....	13,620 97

Totals.....\$2,866,387 50 \$2,978,078 61

Net earnings.....\$1,880,831 61 \$2,046,029 70

From which deduct—

Inter't on funded debt	\$640,516 13	\$616,699 28
Dividends on guaranteed stock, 10 pr. ct.	68,740 00	53,350 00
Dividends on common stock, 8 pr. ct. and tax.....	.....	967,755 79
Rent E. & K. R. R. ..	30,000 00	30,000 00
Taxes, State and National.....	138,254 88	161,573 16
Interest & exchange.	2,569 05	3,815 59
Contribution to S. F. ..	151,000 00	162,000 00

\$1,031,080 06 \$1,995,193 82

Leaving a surplus of.	\$849,751 55	\$50,835 88
Add cash on hand March 1, 1868..	489,976 85	.....
Increase of capital stock, less decrease of guaranteed stock.....	1,297,003 75	.....
Decrease of working supplies and other assets.....	206,894 18	.....
162 sinking fund bonds—used for the sinking fund.....	162,000 00	.....

Total, to be accounted for\$2,206,710 66

Disposition of same—

Land purchased, Chicago.....	\$208,085 55
New side tracks, 5.99 miles.....	57,520 00
Bridge masonry.....	56,688 14
New buildings and fixtures.....	91,062 84
New cars—additional.....	168,056 26
Two new engines—additional.....	24,733 82
D. M. & T. stock, 4 shares bought in.....	400 00
Premium on conversion guaranteed stock into common.....	15,810 00
Settlement back dividends on same (prior to August 1, 1863).....	1,290 00
Extinguishment of guarantee on 125 C. P. & C. bonds (in common stock).....	125,000 00
Old claims paid (in common stock).....	17,283 97
Stock dividend of 10 pr. ct. and tax	1,077,921 05
Cash on hand March 1, 1869.....	372,859 03

Total as above\$2,206,710 66

Compared with the previous year the gross earnings of 1868-'69 show an increase of \$276,889 20; with an increase in operating expenses of \$111,691 11—making the increase in net earnings \$165,198 09. The operating expenses are 59½ per cent. of gross earnings; last year they were 60½. The report says:

The Board congratulates the Stockholders on the results of the year's operations, which show both the largest gross and largest net earnings of any year in the history of the road, as well as upon having reached the point so long looked forward to, when in all human probability regular dividends upon both classes of the stock are assured.

After paying running expenses, taxes, interest on all bonds, 10 per cent. dividend on guaranteed, 8 per cent. on common stock and the government tax thereon, the year's contribution of \$162,000 to the sinking fund, there is a surplus of \$50,835 88.

It is proper to say here, that at least \$75,000 included in running expenses, might not improperly have been carried to improvements, embracing such items as ballasting, filling trestle-work replaced with masonry, &c., &c.

The road has been operated with remarkable freedom from accident, while the efficiency has been fully maintained. The per centage of expenses to earnings has been slightly reduced. The cost per mile for fuel and locomotive repairs has been diminished while the value of the property has been not only fully maintained, but decidedly improved; the new rolling stock provided and paid for out of earnings having more than made good the depreciation.

It will be seen by reference to the report of the chief engineer, that liberal expenditures have been made in his department. Eighty-five miles of track have been relaid with new iron; one hundred and seven miles of track have new ties; one hundred and thirty-nine miles have been ballasted; fifty-nine miles of fences have been renewed.

The elevator A, burned at Toledo, in December, 1867, has been rebuilt. The other buildings have not only been fully maintained but materially improved, all of which, beyond the amount received for insurance, has been charged to current expenses.

In the matter of permanent improvement, a large outlay has been made for land in Chicago for the purpose of removing the main track from Clark street.

The principal part of the line between 16th and 22d streets has been secured, leaving little except a few valuable lots between 12th and 16th to complete the purchases. Shops for manufacture of car-wheels and the repair of railroad iron, have been erected at Elkhart.

At Laporte a building has been constructed to provide the necessary station accommodation as well as to furnish the company's offices and an eating house for the convenience of passengers. Improvements have been made at various points on the line. Many new station buildings, wood-shed and water works have been erected. We have

continued the renewal of our wooden culverts and trestle work with permanent masonry. Nearly six miles of additional side tracks have been laid to provide for the needs of the growing business. In addition to the completion of the purchase in Chicago, and the change of line, it will be necessary, in order to meet the wants of the business, to erect at Chicago a freight house and an engine house, during the present year. Looking forward to a large increase in traffic, orders have been given for 10 locomotives and 200 freight cars, which are under contract to be delivered in the coming summer.

It is believed a still larger number will be needed, as during several months of the year just closed, the volume of traffic might have been materially increased if the road had had sufficient rolling stock.

The last of the claims under the guarantee by this company of the Cincinnati, Peru and Chicago Railroad bonds, was settled during the year.

A suit pending at the date of our last report for back dividend on the guaranteed stock has been recently determined by the court in our favor. Several other suits of long standing have been settled, and the company was never so free as now from embarrassing claims and vexatious litigation.

The commissioners of the sinking fund now hold 1,472 bonds of that class canceled and registered in their name. Of the sinking fund bonds stated in our last report, as on hand, 19 remain in possession of the company, unsold and unissued.

In conclusion the board would renewedly express their appreciation of the energy and good judgment displayed by the general superintendent and chief engineer, as well as the heads of the various departments, and of the interest shown by the employes generally to promote the success of the company.

The following is a comparative statement of the capital stock, funded debt, etc., year ending—

	Feb. 29, 1868.	Feb. 28, 1869.
Common stock	\$10,059,400 00	\$11,592,100 00
Guaranteed stock.....	586,800 00	533,560 00
Funded debt.....	9,038,640 00	8,876,580 00
February expenses paid in March.....	234,406 36	208,324 74
Unclaimed dividends & coupons.....	33,071 31	88,816 68

Total.....\$19,952,817 67 \$21,249,321 42

The available assets at the close of the past and preceding years were as follows:

	Feb. 29, 1868.	Feb. 28, 1869.
Uncollected earnings.....	\$187,279 91	\$173,342 54
Freight overcharges due this company.....	13,327 03	17,114 02
Bills receivable—Chicago.....	9,210 00	7,000 00
Working supplies on hand.....	735,436 78	484,027 11
Toledo city bonds—for bridge.....	.....	3,000 00
Individuals accounts—for old materials sold, etc.....	.....	47,490 84
Judgment vs. F. E. Worcester.....	.....	6,285 03

Total.....\$945,253 72 \$838,359 54

The apportionment of passenger and freight earnings of Main line and branches for the year 1868-'69, was as follows:

	Passenger.	Freight.
Through business.....	\$756,185 61	\$1,180,713 72
Main line, local.....	509,077 91	1,148,491 42
Air Line, local.....	153,544 98	298,115 08
Detroit, Monroe and Toledo.....	199,008 50	214,442 45
Adrian and Monroe ..	37,869 07	71,207 43
Jackson Branch.....	68,180 30	51,699 59
Storage.....	.....	59,940 55

\$1,723,856 87 \$3,024,612 24

The number of passengers carried eastward,

was 440,848; do., westward, 481,703—total, 922,551, of which 140,967 were through, and 781,584 way. Of the through passengers, 95,785 were first class, 19,201 second class, and 25,981 third class, yielding \$756,185 61. Of the way passengers, 749,404 were first class, 1,205 second class, and 975 third class, yielding \$967,870 78. The number of miles traveled by through passengers, was 34,659,302; by way passengers, 80,506,596—total, 65,165,898, showing an increase in passengers carried of 70,863, and in the mileage of do., 4,773,275.

The number of tons of through freight moved eastward, was 220,133; do., westward, 122,226—total, 342,359, yielding \$1,346,709 44. Way freight moved eastward, 303,695; do., westward, 200,489—total, 507,184, yielding \$1,617,962 25. Total tons through and way eastward, 523,828, yielding \$1,762,829 15; do., westward, 322,755, yielding \$1,211,842 54—the total tonnage being 846,583, against 735,438 the previous year, and the revenue therefrom as above, (exclusive of storage,) \$2,964,671 69. Mileage of freight eastward, 80,133,339; do., westward, 46,798,697—total, 126,932,036.

The company have 101 locomotives, 62 first class, 8 second class, 11 sleeping, 13 emigrant, 21 baggage, 1 paymaster's, 26 drovers', 27 caboose, 233 stock, 965 box, 821 platform, 3 wrecking and 1 tool cars.

Number of miles run by locomotives with passenger trains, 982,556; with freight trains, 1,466,670; with wood and gravel trains, 217,965—total miles run, 2,667,191. Average cost for repairs per mile, in cents, 8.76.

CONDENSED BALANCE SHEET, Feb. 28, 1869.

Railroad	\$16,136,159 06
Equipment	3,058,607 42
Detroit, Monroe and Toledo R.R. ..	1,291,968 13
Detroit, Monroe and Toledo R.R. stock	412,100 00
Union Stock Yard	
Stock, Chicago	\$100,000 00
Supplies on hand	484,027 11
Cash on hand	372,859 03
Uncollected earnings, ..	173,342 54
Freight overcharges due this Co.	17,114 02
Bills receivable, Chicago ..	7,000 00
Toledo City bonds	3,000 00
Individual accounts	47,490 85
Claim against A. L. & T. R. R.	3,000 00
Judgment against F. E. Worcester	6,385 03
	1,214,218 57
	\$22,113,053 18
Capital stock:	
Common	\$11,592,100
Guaranteed	533,500
	\$12,125,600 00
Funded debt:	
Sinking funds.—First general mort. bonds ..	5,256,000
Second gen'l mort. b'ds ..	2,693,000
Detroit, Monroe and Toledo bonds	924,000
Goshen line bonds	3,000
Second mortgage scrip ..	405
Detroit, Monroe and Tol. scrip	175
	8,876,580 00
February expenses (paid in March) ..	208,324 74
Unclaimed dividends and coupons ..	38,816 68
Profit and loss	863,731 76
	\$22,113,053 18

President.—E. B. PHILLIPS.

Directors.—Jesse Hoyt, Henry Keep, Le Grand Lockwood, Albert Havemeyer, D. N. Barney, John P. Acker, Nelson Beardsley, William Williams, John S. Barry, Philo Morehouse, E. B. Phillips, Albert Keep, Truman H. Hoag.

Treasurer.—LE GRAND LOCKWOOD.

Secretary.—D. P. BARRYDT.

Gen'l Sup't.—CHARLES F. HATCH.

Chief Engineer.—CHARLES PAINE.

Pacific Railroad Bill.

The following is a copy of the joint resolution, which recently passed Congress, for the protection of the interests of the United States in the Union Pacific Railroad Company, and the Central Pacific Railroad Company, and for other purposes, approved and signed by the President on the 10th of April:

Be it Resolved, &c., That the stockholders of the Union Pacific Railroad Company, at a meeting to be held on the 22d day of April, 1869, in the city of Boston, with power to adjourn from day to day, shall elect a Board of Directors for the ensuing year, and said stockholders are hereby authorized to establish their general office at such place in the United States as they may elect at said meeting; provided, the passage of this resolution shall not confer any other right on said Union Pacific Railroad Company than to hold such election, or be held in any manner to relinquish or waive any rights of the United States, to take advantage of any act or neglect of said Union Pacific Railroad Company heretofore done or omitted, whereby the rights of the General Government have been or may be prejudiced; provided, that the common terminus of the Union Pacific Railroad and the Central Pacific Railroad shall be at or near Ogden, and the Union Pacific Railroad shall build, and the Central Pacific Railroad Company shall pay for and own, the railroad from the terminus aforesaid to Promontory Summit, at which point the rails shall meet and connect and form one continuous line.

SEC. 2. And be it further Resolved, That to ascertain the condition of the Union Pacific Railroad and the Central Pacific Railroad, the President of the United States is hereby authorized to appoint a Board of eminent citizens, not exceeding five in number, and who shall not be interested in either road, to examine and report on the condition of the same, and what sum or sums, if any, will be required to complete each of said roads to the point of terminus as first-class roads for the entire length thereof to the said terminus in compliance with the several acts relating to said roads, and the expense of such board, including an allowance of ten dollars each for their services for each day employed in such examination or report to be paid equally by said companies.

SEC. 3. And be it further Resolved, That the President is hereby authorized and required to withhold from each of said companies an amount of subsidy bonds, authorized to be issued by the United States under said acts sufficient to secure a full completion as a first-class road, of all sections of such road upon which bonds have already been issued, or in lieu of such bonds he may receive as such security an equal amount of the first mortgage bonds of such company, and if it shall appear to the President that the amount of subsidy bonds to be issued to either of said companies is insufficient to insure the full completion of such road, he may make requisition upon such companies for a sufficient amount of bonds already issued, or in his discretion of their first mortgage bonds, to secure the full completion of the same, and in default of obtaining such security as in this section provided, the President may authorize and direct the Attorney General to institute such suits and proceedings on behalf and in the name of the United States and in any Court of the United States having jurisdiction, as shall be necessary or proper to compel the giving

of such security, and thereby or in any manner otherwise to protect the interests of the United States in said road, and to insure the full completion thereof as a first class road as required by law.

SEC. 4. Be it further Resolved, That the Attorney General of the United States is hereby authorized and directed to investigate whether the charters of the Union and Central Pacific Railroad Companies and all their franchises have or have not been forfeited, and to institute the necessary and proper legal proceedings; also to investigate whether said companies have or have not made any illegal dividends upon their stock, and if so to institute the necessary proceedings to have the same reimbursed and also to investigate whether any directors or other agents and employees of the said companies have or have not violated any penal law, and, if so, to institute proper criminal proceedings against the persons who have violated such law.

Union Pacific Railroad.

The first meeting of the stockholders of this company, under the new law recently passed by Congress, was held in Boston on the 22d ult. —Hon. Oakes Ames in the chair.

Mr. R. G. Hazard, of Rhode Island, offered the following resolution, which was adopted:

Resolved, That in conformity with an act of Congress, approved April 10, 1869, the general office of this Company is hereby established in the city of Boston, and until some other place in said city shall be designated and provided by the Directors of said Company, or by some duly authorized committee, it shall be at Room No. 2, 114 State street, in said city of Boston.

Mr. Frederick Nickerson, of Boston, offered the following resolution, which was adopted:

Resolved, That the Special Committee of five, appointed by the Directors April 9, 1869, be a committee to remove from our general office in New York or elsewhere to our general office just established in Boston, all books and papers, and also any other things belonging to this company, which, in the opinion of said committee, should be so removed, and to dispose of our office furniture and fixtures in New York.

Mr. H. S. McComb, of Delaware, offered the following resolution, which was adopted:

Resolved, That the order of the Board of Directors in New York, on the 11th of March last, appointing S. Dillon, John Duff and H. Price a committee with certain powers to be exercised on or near the line of our road in relation to constructing and operating the same, is hereby approved and affirmed.

Mr. C. A. Lambard, of New York, offered following resolution which was adopted:

Resolved, That the action of the Board of directors appointing W. T. Glidden, Oakes Ames, James Brooks, C. S. Bushnell and Benj. E. Bates a committee to sell our first mortgage and land grant bonds to the shareholders in this Company, the contracts made for sale in the conformity thereto, is hereby approved and confirmed, and the said committee are hereby authorized and requested to receive payment for the same, and to apply the amount so received to the payment of the current expenses and debts of this Company.

Mr. B. E. Bates, of Boston, offered the following resolution, which was adopted:

Resolved, That the seal heretofore used by this Company be and the same is hereby cancelled and destroyed, and the President is hereby authorized and requested to procure a new seal with such device and inscription as he may direct.

Congress has granted an extension of time to the 28th day of April, 1870, for the completion of the first section of twenty miles of the Little Rock and Fort Smith Railroad.

Nashua, N. H., has voted, 719 to 546, to subscribe for \$200,000 in the capital stock of the Nashua and Rochester Railroad, provided, that no assessment shall be made upon the same until seven thousand shares of said capital stock are subscribed by cities, towns, responsible individuals, and other corporations exclusive of railroad corporations. Also, \$15,000 to assist in extending the Wilton Railroad to Peterboro'. This, with the \$63,000 appropriated by Peterboro', leaves but \$22,000 to be raised—\$300,000 of the \$400,000 necessary to complete the road having been previously provided for.

Baltimore and Ohio Railroad.

We have received a copy of the report of this company for the fiscal year ending September 30, 1866 which was presented at the annual meeting of the stockholders in Baltimore on the 9th of December last. The reports of this company have been delayed for several years past by reason of difficulty in settling accounts which had accumulated during the war and since. In view of the destruction of much valuable property, and many costly structures, during the war, which represented in part the capital of the company, it has been deemed proper to place all the expenditures for the maintenance and increase of machinery, and the construction of buildings, tracks, etc., for the years 1865 and 1866 as expenses. The following is a comparative statement of the earnings and expenses of the Main Stem for the years 1865 and 1866:

MAIN STEM.		
Earnings:	1865.	1866.
Passengers.....	\$3,997,642 28	\$1,634,787 36
Tonnage.....	6,099,063 91	6,067,441 71
Total.....	\$10,096,706 19	\$7,702,229 07
Working expenses:		
Transportation exp..	\$1,113,203 33	\$1,151,761 72
General expenses....	35,416 14	62,997 54
Losses by accidents..	20,726 87	57,488 73
Repairs of railway...	1,483,422 16	1,020,311 85
" locomotives....	1,082,986 70	688,277 27
" burden cars....	476,479 70	403,455 93
" pass. cars....	287,250 36	79,533 93
" dump cars....	5,727 87	4,277 29
" stationary machinery.....	147,765 19	145,976 43
" depots.....	332,725 63	276,611 70
" water stat'ns....	30,074 09	38,656 19
" bridges.....	194,005 89	196,662 42
" telegraphs....	42,317 83	8,041 79
Fuel and preparing..	238,943 58	196,508 12
Cleaning engines and cars.....	63,153 16	77,046 17
Pumping water.....	11,674 36	11,695 26
Watching cuts, tunnels and bridges..	59,173 35	54,431 10
Contingent expenses of machinery department.....	4,676 11	6,856 77
Total.....	\$5,658,722 32	\$4,480,190 21
Net earnings.....	\$4,437,983 87	\$3,222,038 86

It is shown that the earnings, in comparison with the fiscal year 1865 decreased \$2,394,477 12 while the working expenses decreased \$1,178,532 11—making thus a comparative decrease of net profits of the Main Stem of \$1,215,945 01. Compared with the fiscal year 1864, the decrease of earnings being \$875,463 18 and the increase of working expenses \$1,209,681 16, the decrease of net profits amounted to \$2,085,144 34.

The ratio of expenses to earnings was in 1864 \$88.12, in 1865, \$56.04 and in 1866, \$58.16.

During the fiscal year, the sinking fund for the redemption of the city loan increased to \$1,012,330 05—showing a gain of \$55,605 41.

Dividends of 4 per cent. each upon the capital stock were paid on the 23d of October, 1865, and the 30th of April, 1866. The U. S. tax thereon was also paid by the company.

The liabilities of the company, compared with the statement of September 30, 1865, show reductions by payments on account of the loans stated as follows:

On loan redeemable in 1867.....	\$67,330 53
" " 1875.....	31,000 00
" " 1880.....	22,500 00
" " 1885.....	34,000 00
	\$154,830 53

The balance of cash in the Treasury, Sept. 30, 1866, was, \$1,294,186 17, after deducting \$133,873 96 for payment of interest on the city loan, and on the bonds of the company which matured Oct. 1, 1866.

Statement of profit and loss for the years ending September 30:

	1865.	1866.
Balance from previous year.....	\$13,087,651 31	\$16,084,928 97
Net earnings.....	4,437,983 87	3,222,038 86
Divid'd upon 10,168 shares of Washington Br. stock owned by the Co.	101,680 00	101,680 00
Increment of five million loan S. F.	44,848 48	61,621 58
House rents.....	3,777 79	8,238 93
	\$17,675,941 45	\$19,478,508 34

	1865	1866.
Dividends on stock	\$1,050,000 00	\$1,050,624 00
Interest and taxes.	515,211 62	837,748 32
Ground rents.....	25,800 86	25,455 59
Abatement of claim against Central Ohio R. R.....		16,548 60
Balance.....	16,084,928 97	17,548,131 83

\$17,675,941 45 \$19,478,508 34

Statement of the liabilities and assets of the Baltimore and Ohio Railroad Company, September 30, 1865 and 1866:

Liabilities:	1865.	1866.
Stock.....	\$13,132,100 00	\$13,133,700 00
Stock scrip not funded.....	4,302 00	4,102 00
Certificates of indebtedness not conv. into stock.	14,130 00	13,110 00
Scrip issued for fractional certif.	1,430 00	1,050 00
Preferred stock...	3,000,000 00	3,000,000 00
Loan redeemable in 1867.....	821,261 13	753,930 60
Loan of 1875.....	894,250 00	863,250 00
" 1880.....	602,000 00	579,500 00
" 1885.....	1,744,500 00	1,710,500 00
City loan.....	5,000,000 00	5,000,000 00
*N. W. Va. R. R. 2d mort. bonds....	493,000 00	481,500 00
*N. W. Va. R. R. 3d mort. bonds....	201,000 00	155,000 00
Open accounts....	343,507 78	607,944 05
Unclaimed dues...	38,700 88	43,938 29
Wash. Br. road....	707,013 00	404,340 11
Profit and loss....	16,084,928 97	17,548,131 83
Total.....	\$43,083,123 76	\$44,299,996 88

* Bonds of N. W. Va. R. R. guaranteed and endorsed by the B. & O. R. R. Co., of which the payment—principal and interest—has been assumed by the B. & O. R. R. Co., under contract of July 13, 1864.

Assets:	1865.	1866.
Cost of road.....	\$18,515,666 08	\$18,672,174 01
" second track	1,551,238 06	2,479,462 68
" rolling power	1,621,755 03	4,609,645 57
" real estate..	1,383,747 24	1,439,373 79

Property.....	\$25,072,406 41	\$27,200,656 05
Bonds of Central Ohio R. R. Co....	1,964,350 83	1,530,246 67
Stock of ditto....		424,822 88
Stock and bonds of Pittsburgh and Connelville R. Co.....	200,005 92	274,826 84
Pref. stock Parkersburg Br.....	5,680,684 94	5,680,684 94
Parkersburg R.R. Co.		254,331 61
Stock of Washington Br. R. R. Co.	1,016,800 00	1,016,800 00
Stock of Washington Co. R. R....		140,000 00
Stocks and bonds including municipal and R. R. corporations...	1,917,161 60	2,429,155 96
S. F. \$5,000,000 loan	956,724 64	1,012,330 05
S. F. ground rents on Camden stat'n	101,191 66	101,191 66
Ohio River Bridges		201,214 15
Bills receivable, etc.	1,016,199 64	
Outstanding acc'ts and uncollected revenue.....	3,020,804 27	1,812,203 13
Materials on hand.	533,895 47	927,346 77
Balance after paying interest on bonds due Oct. 1.	1,302,898 38	1,294,186 17
Total.....	\$43,083,123 76	\$44,299,996 88

WASHINGTON BRANCH.

Statement of earnings and expenses for the years ending September 30:

Earnings:	1865.	1866.
Passengers.....	\$747,582 06	\$373,098 26
Tonnage.....	168,704 61	87,662 70

Total.....\$916,286 67 \$460,760 96

Expenses:	1865.	1866.
Repairs of roadway and improvements.....	\$319,594 02	\$105,853 77
Repairs of depots.....	12,796 48	7,025 59
" water stations	5,862 87	2,037 16
" bridges.....	23,603 87	3,218 75
Pumping water.....	3,447 45	880 81

Total.....\$365,294 19 \$119,016 08

Net earnings.....\$550,992 48 \$341,744 88

The earnings show a decrease, as compared with the previous year, of \$455,525 71; the expenditures charged are \$246,278 11 less—making a decreased gain of \$209,247 60. The expenses of the Road Department alone are charged to the Branch; all other expenses are paid by the Main Stem.

A dividend of five per cent. was paid Oct. 16, 1865 and a similar dividend on the 16th of April 1866.

Statement of profit and loss for the years ending September 30:

	1865.	1866.
Balance from prev. yr.	\$542,477 35	\$683,013 00
Net earnings.....	550,992 48	341,744 88
Total.....	\$1,093,469 83	\$1,024,757 87
Dividends on stock..	\$165,000 00	\$165,000 00
State tax on pass....	244,186 83	579,397 77
Ground rent.....	20 00	20 00
On acc't of annuity..	1,250 00	1,000 00
Balance carried to next year.....	683,113 00	379,340 11
Total.....	\$1,093,469 83	\$1,024,757 88

Statement of the liabilities and assets of the

Washington Branch, Sept. 30, 1865 and 1866:

Liabilities:	1865.	1866.
Stock	\$1,650,000 00	\$1,650,000 00
Annuity (principal) ..	25,000 00	25,000 00
Profit and loss	683,013 00	379,340 11
	\$2,358,013 00	\$2,054,340 11

Assets:	1865.	1866.
Road & equipment ..	\$1,650,000 00	\$1,650,000 00
Amount due by B. & O. R. R. Co.	708,013 00	404,340 11
	\$2,358,013 00	\$2,054,340 00

PARKERSBURG BRANCH RAILROAD.

The following is a comparative statement of the earnings and expenses for the years ending September 30:

	1865.	1866.
Earnings:		
Passengers	\$322,314 81	\$174,278 50
Tonnage	436,568 05	361,156 30
Total	\$758,882 86	\$535,434 80
Expenses:		
Transportation	\$108,348 47	\$117,976 93
Repairs of road	290,875 83	309,600 27
" water stations ..	2,997 87	6,175 35
" telegraph	6,030 09	2,054 22
" stationery machinery ..	5,918 28	5,841 36
" locomotives ..	133,697 12	62,495 31
" burden cars ..	70,595 43	38,120 97
" passenger cars ..	12,663 68	9,399 09
" dump cars	424 75	507 36
" bridges	15,710 82	28,113 37
" depots	16,741 84	19,373 24
Pumping water	2,892 75	3,000 00
Losses by accidents, etc.	4,871 85	4,713 42
Fuel and preparation ..	24,781 67	20,867 57
General expenses	15,377 11	2,422 66
Cleaning engines & cars	3,812 38	5,247 51
Contingent expenses ..	265 60	749 72
Total	\$716,005 04	\$636,658 35
Net earnings	\$42,877 82	.....
Deficit .....	.....	\$101,223 55

The aggregate earnings of the Main Stem, Washington Branch and Parkersburg Branch, for the years ending September 30, 1865 and 1866, were as follows:

	1865.	1866.
Main Stem	\$10,096,706 19	\$7,702,229 07
Washington Br.	916,286 67	460,760 96
Parkersburg Br.	758,882 86	535,434 80

Totals

The expenses of operating and repairs were as follows:

	1865.	1866.
Main Stem	\$5,658,722 32	\$4,480,190 21
Washington Branch ..	365,294 19	119,016 08
Parkersburg Br.	716,005 04	636,658 35

Totals

And the revenue, after deducting the cost of operating and repairs, as follows:

	1865.	1866.
Main Stem	\$4,437,983 87	\$3,222,038 86
Washington Branch ..	550,992 48	341,744 88
Parkersburg Br.	42,877 82	*101,223 55

Totals

* Deficit.

Showing an aggregate net decrease, compared with the preceding year of \$1,569,293 98.

The following table gives the receipts of the last six years, those for 1861, 1862, 1863, 1864 and 1865, being inserted as a measure for comparison:

Main Stem—

	Passengers.	Tonnage.	Total.
1861...	\$889,159 05	\$2,424,266 65	\$3,211,425 70
1862...	1,769,497 13	2,712,361 85	4,481,858 98
1863...	2,332,806 87	4,177,138 69	6,509,945 06
1864...	3,250,307 42	5,327,384 83	8,577,692 25
1865...	3,997,642 28	6,099,063 91	10,096,706 19
1866...	1,634,787 36	6,067,441 71	7,702,229 07

Washington Branch—

1861...	\$327,897 03	\$110,260 66	\$438,157 69
1862...	444,262 30	334,154 37	778,416 67
1863...	500,117 08	203,006 51	703,123 59
1864...	688,643 92	175,836 87	864,480 79
1865...	747,582 06	168,704 61	916,286 67
1866...	373,098 28	87,662 70	460,760 96

Parkersburg Branch—

1861...	\$134,386 14	\$216,145 59	\$350,531 73
1862...	125,780 09	238,242 10	364,022 19
1863...	147,874 97	298,345 89	446,220 86
1864...	226,814 99	459,888 00	686,702 99
1865...	322,314 81	436,568 05	758,882 86
1866...	174,278 50	361,156 30	535,434 80

Aggregate—

1861...	\$1,349,424 22	\$2,650,672 90	\$4,000,097 12
1862...	2,339,539 52	3,284,758 32	5,624,297 84
1863...	1,980,798 42	4,678,491 09	7,659,289 51
1864...	4,175,766 33	5,963,109 70	10,138,876 03
1865...	5,067,539 15	6,704,336 57	11,771,875 72
1866...	2,182,164 12	6,516,260 71	8,698,424 83

The road operated by this company comprises three distinct parts: the Main Stem, the Washington Branch and the Parkersburg Branch. The length of these several lines is as follows:

Baltimore and Ohio Railroad	379.6 miles.
Washington Branch	30.0 "
Parkersburg Branch	103.5 "

Total

The stock of engines on hand at the close of the fiscal year 1866, numbered 290; of which 227 were first class, 31 second class, and 32 third class.

The number of cars owned by the company is as follows: 137 passenger, 19 smokers, baggage, mail, express, etc., 1 pay, 1 post office, 6 officers, and 3,846 tonnage, stock and coal cars.

The mileage of engines in 1865 and 1866 on the lines severally, was as follows:

	1865.	1866.
Main Stem	3,798,323	4,612,428
Washington Branch	584,848	525,882
N. W. Virginia R. R.	436,729	425,776

Totals

No returns are given of the number of passengers carried. The through tonnage, which amounted in 1865 to 164,476, was in 1866, 145,650—showing a decrease of 18,826 tons.

The aggregate quantity of coal transported on the Main Stem in 1865, was 408,170 tons, and in 1866, 719,711—showing an increase of 311,541 tons.

The tonnage of live stock in 1865, was 26,304, and in 1866, 35,532; increase, 9,229.

The quantity of lumber brought to Baltimore in 1865, was 12,096 tons, and in 1866, 15,949 tons: increase 3,853 tons.

The quantity of flour brought to Baltimore in 1865, was 631,688 barrels, and in 1866, 640,718—an increase of 9,030 barrels.

The Chesapeake and Ohio Railroad Company is pushing rapidly forward, and expects to reach the mouth of the Big Sandy River in a short time. The Tredegar Iron Works of Richmond, Virginia, have contracted to furnish 30,000 tons of iron rails for laying the track from Covington, West Virginia, to Catlettsburg, Kentucky.

New Orleans, Mobile & Chattanooga R. R.

The New Orleans Crescent, of April 7th, publishes the following interesting information regarding the progress and prospects of this great road which is soon to connect New Orleans by rail with Mobile:

There are now employed between the two cities about 3,500 men, felling timbers, clearing brush, removing stumps, getting out lumber for the bridges, towing it to the place for its use, digging, surveying, and ditching. Of the thirty-one sections of the road all but six are already being worked. Men are engaged in grading and clearing the line embraced in sections three and four, extending from Lafayette avenue to the salt marsh beyond Michon's plantation. Upon sections five, six, seven, and eight, embracing the portion of the line from the above point to Pearl River and known as dredging sections, work has not yet begun. The machinery for the first dredge boat was shipped on Saturday last from New York, the boats themselves being in process of construction at Pearlton, on Pearl River, with a promise of completion, machinery and all, by the first proximo.

Between Pearl River and Mobile (including sections 9 to 31) the work is progressing actively under three main contractors. Piles are being driven for bridges at Pascagoula and Dog Rivers, it being the intention to transfer the pile drivers as soon as the work shall have been completed to Biloxi Bay and Bay St. Louis, respectively. The lumber for the bridges is already delivered on the banks, being brought from the Poitevent saw mills on Pearl River. Three hundred freight and eighty passenger cars and twenty-seven locomotives are built and awaiting transportation from West Troy, N. Y. The expectation is that by next New Year's day we shall be able to take a railroad ride to Mobile.

Little Rock and Fort Smith Railroad.

Col. W. P. Denckla, the energetic agent of the contractors, will return from the east in two or three weeks fully prepared for a vigorous prosecution of the work at several points where the road touches the river. This is, by far, the most promising enterprise which has been spoken of in connection with internal improvements west of the Mississippi river, and south of the great Pacific; as it opens up a most magnificent country to railroad connection with the rest of the world, and will form the main chain of communication with the 35th parallel Pacific route, soon to assume a practical beginning. It is well known that this road has the finest grant of lands ever made to any railroad, located years ago, and that our citizens are now daily adding to the public donation by thousands of acres, of the best selection, as private donations, and subscriptions of stock, over 50,000 acres having been subscribed in this city alone.—*Little Rock (Ark.) Gazette.*

Refrigerator Cars.

The Boston Journal mentions the arrival in that city from Detroit of a Refrigerator Car, laden with 17,000 lbs. of beef. The amount of ice consumed in this car during the passage from Detroit was about 2,500 pounds, whereas the amount used on such a trip heretofore has frequently reached eight or ten tons. The ice is placed in a narrow chamber at each side of the car, opening only at the top, and does not therefore come in contact with the articles placed within, or the air in the car, which is kept dry and cold. The meat was disposed of to Boston butchers, who confessed that it was in better condition than meat received directly from our home markets. The same principle is applied to rooms for the preservation of fruits, meats, &c., and has been successfully used for this purpose, strawberries and peaches having been kept in it from the ripening season until Christmas.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.....	1,774,824			Hartford and New Haven.....	3,300,000	J.A.J.&O.	Apr. '69	Portl. Saco & Portsmouth.....	1,500,000	J. & D.	Dec. '68
Allegheny Valley.....	2,000,000			Hannibal and St. Joseph.....	1,900,000			Providence & Worcester.....	1,800,000	J. & J.	Jan. '69
Atlanta and West Point.....	1,322,200	J. & J.	July '68	Do. do pref.....	6,258,830			Raleigh and Gaston.....	2,100,000	A. & O.	Jul. '68
Atlantic & N. Carolina.....	5,445,223			Hanover Branch, Pa.....	116,880	M. & N.	Nov. '68	Rensselaer and Saratoga.....	2,100,000	A. & O.	Oct. '68
Atlantic & Gt. Western.....	26,879,028			Housatonic.....	820,000			Richmond and Danville.....	2,000,000		
Do. pref.....	1,918,000			Do. pref.....	100	J. & J.	Jan. '68	Richmond and Petersburg.....	847,100		
Atlantic & St. Lawrence.....	2,494,900	J. & J.	Jan. '69	Hudson River.....	13,937,100	A. & O.	Apr. '69	Rich. Fred. and Potomac.....	1,041,800		
Augusta and Savannah.....	733,700	J. & J.	Jan. '69	Huntingdon & B'd Top.....	494,330			Rockport.....	68,400	J. & J.	Nov. '67
Baltimore and Ohio.....	16,185,982	A. & O.	Apr. '69	Do. pref.....	190,750	J. & J.	Jan. '68	Rome, Watert. and Ogden.....	2,400,000	J. & J.	Jan. '69
Do. Washington Br.....	1,880,000	A. & O.	Apr. '69	Illinois Central.....	23,415,780	F. & A.	Feb. '69	Rutland preferred.....	2,300,000	F. & A.	Feb. '69
Baltimore City Passenger.....	670,000	J. & J.	Jan. '69	Indianapolis, Cin. & Lafayette.....	6,188,897	M. & S.	Sep. '67	St. L. Alk. and T. Haute.....	2,400,000	Annual.	May '67
Bay de Noquet & Marq.....	1,350,000	A. & O.	Apr. '68	Jefferson, Mad. & Ind.....	2,000,000	J. & J.	Jan. '69	St. L. Jack'nv. and Chic'o.....	1,469,429		
Bellefontaine Line.....	4,420,000	F. & A.	Feb. '68	Joliet and Chicago.....	1,500,000	J.A.J.&O.	Apr. '69	Sandusky and Cincinnati.....	2,089,000		
Boliviere Delaware.....	996,250			Joliet & North Indiana.....	300,000	J. & J.	July '68	Do. pref.....	445,596	M. & N.	May '69
Berkshire.....	600,000	J.A.J.&O.	Apr. '69	Lackawanna & Bloomsb.....	1,328,000			Sand, Mansf. and Newark.....	901,241		
Blossburg & Corning.....	250,000	J. & J.	Dec. '68	Leeds and Farmington.....	2,158,566	J. & J.	Jan. '67	Savannah and Charleston.....	1,000,000		
Boston and Albany.....	10,725,100	J. & J.	Jan. '69	Lehigh and Mahanoy.....	8,739,800	M. & N.	May '67	Schuykill and Susqueh'a.....	1,299,160	J. & J.	Jan. '69
Boston and Chelsea.....	110,000	A. & O.	Apr. '69	Lehigh and Susquehanna.....	10,731,400	J.A.J.&O.	Apr. '69	Second and Third St. (Ph.).....	203,757	J. & J.	Jan. '69
Boston, Concord & Mont.....	459,400			Lehigh Valley.....	344,660	J. & J.	Jan. '69	Schuykill Valley.....	678,075	J. & J.	Jan. '69
Do. do. pref.....	1,540,400	M. & N.	Nov. '68	Lehigh Luzerne.....	514,046	J. & J.	Jan. '69	Seaboard and Roanoke.....	688,200	A. & O.	Oct. '68
Boston and Lowell.....	1,991,500	J. & D.	Dec. '68	Lexington & Frankfort.....	7,969,180	J. & D.	Dec. '68	Second Avenue (N. Y.).....	670,000	F. & A.	Feb. '69
Boston and Maine.....	4,076,974	J. & J.	Jan. '69	Littell Miami.....	3,572,400	J. & D.	Jun. '68	Shamokin V. and Pottav.....	639,450	J. & J.	Jan. '69
Boston and Providence.....	3,890,000	J. & J.	Jan. '69	L. M. & C. and X. (Joint).....	1,804,397	J. & D.	Jun. '68	Shore Line.....	750,000	M. & N.	May '69
Broadway & 7th Av. (N. Y.).....	2,100,000	F. & A.	Feb. '69	Little Schuylkill.....	2,646,100	J. & J.	Jan. '69	Sixth Avenue (N. Y.).....	75,000		
Broadway & 7th Av. (N. Y.).....	1,000,000	F. & A.	Feb. '69	Lomb. and South St. (Ph.).....	90,000	F.M.A.N.	Aug. '66	Somerville.....	5,819,275		
Brooklyn City & Newt'n.....	999,800			Long Island.....	3,000,000			South Carolina.....	259,685	J. & J.	Jul. '68
Brooklyn City & Newt'n.....	1,100,000			Long Branch & Sea Shore.....	85,194	J. & J.	Jan. '69	South Western, Georgia.....	3,203,400	F. & A.	Aug. '68
Buffalo, Bradford & Pitts.....	950,000	M. & N.	Nov. '68	Louisv. Cin. and Lex. pr.....	211,122	J. & J.	Jan. '69	Staten Island.....	600,000	J. & J.	Jul. '67
Buffalo and Erie.....	5,000,000	F. & A.	Feb. '69	Louisville and Frankfort.....	1,109,594	J. & J.	Jan. '69	Stony Brook.....	267,300	M. & N.	May '68
Cambridge Horse (Boston).....	777,800	A. & O.	Apr. '69	Louisville and Nashville.....	7,969,180	F. & A.	Feb. '69	Steuersville and Indiana.....	1,983,141		
Camden and Amboy.....	7,921,412	F. & A.	Feb. '69	Louisv. N. Alb. & Chicago.....	2,900,000	A. & O.	Apr. '69	Stockbridge & Pittsfield.....	448,700		
Camden and Atlantic, pref.....	600,000			Lowell and Lawrence.....	200,000	May.	May '69	Summit Branch.....	260,000	J. & J.	Jan. '69
Camden & Burlington Co.....	331,000			Macon and Western.....	1,500,000			Syr. Bingham. and N. Y.....	1,314,130		
Cape Cod Branch.....	721,926	J. & J.	Jan. '69	Mahanoy & B'd Mount'n.....	1,676,915	M. & N.	May '69	Taunton Branch.....	260,000	J. & J.	Jan. '69
Cape May and Millville.....	447,000	J. & D.	Dec. '68	Maine Central.....	1,600,880			Tennessee and Alabama.....	595,922	J. & J.	Jan. '69
Catawissa.....	1,150,000			Manchester & Lawrence.....	1,000,000	M. & N.	May '69	Terre Haute and Indiana.....	1,983,160		
Catawissa, pref.....	2,200,000	M. & N.	Nov. '68	Marietta & Cincinnati.....	3,618,374	M. & S.	Sep. '66	Third Avenue (N. Y.).....	1,750,000	J. & J.	Jan. '68
Cayuga & Susquehanna.....	589,110	M. & N.	May '69	Do. 1st pref.....	6,686,135	M. & S.	Sep. '66	Thirtieth and Fif. (Ph.).....	2,700,000		
Cedar Rapids & Miss. pref.....	755,000	M. & N.	May '69	Do. 2d pref.....	4,051,744	M. & S.	Sep. '66	Tol. Peoria and Warsaw.....	1,700,000		
Central of Georgia.....	4,686,300	J. & J.	Jan. '69	Memphis and Charleston.....	6,312,725	M. & S.	Mar. '68	Tol. " (K. D.) pref.....	1,700,000		
Central of New Jersey.....	13,768,600	J. & J.	Jan. '69	Memphis and Ohio.....	570,000	J. & J.	Jan. '69	Tol. " (W. D.) pref.....	1,500,000		
Central Ohio.....	2,000,000	J. & D.	Dec. '68	Metropolitan (Boston).....	1,250,000	F. & A.	Feb. '69	Tol. Wabash and West.....	5,700,000		
Do. pref.....	400,000	J. & D.	Dec. '68	Michigan Central.....	8,477,366	F. & A.	Feb. '69	Troy and Boston.....	607,111	J. & D.	Jun. '67
Gen. Park, N. & E. River.....	970,000	J. & D.	Oct. '67	Mich. So. & North Ind.....	10,959,400	F. & A.	Feb. '69	Troy and Greenbush.....	274,400		
Chemung.....	390,000	J.A.J.&O.	Apr. '69	Do. guaranteed.....	688,700	F. & A.	Feb. '69	Union Transport'n (Boa.).....	200,000	J. & J.	Jan. '69
Cheshire, preferred.....	2,017,925	Annual.	Jan. '69	Middlesex (Boston).....	400,000			Union (Phila.).....	291,475	J. & J.	Jan. '69
Chicago and Alton.....	5,141,800	M. & S.	Mar. '69	Mill Creek and Mineh'l.....	323,275	J. & J.	Jan. '69	Utica and Black River.....	834,400	J. & J.	Jan. '69
Chicago, Burl. & Quincy.....	12,500,000	M. & S.	Mar. '69	Millville and Glassboro.....	405,020	F. & A.	Aug. '67	Vermont and Canada.....	2,500,000	J. & D.	Dec. '68
Chicago, Iowa & Nobles.....	2,600,000			Milw. & Prairie du Chien.....	2,956,081	Annual.	Feb. '68	Vermont Central.....	5,000,000	J. & J.	Jan. '69
Chicago and Milwaukee.....	2,227,000	J. & D.	Dec. '68	Do. 1st pref.....	3,214,250	Annual.	Feb. '68	Vermont and Massachusetts.....	2,600,000		
Chicago & N. Western.....	14,556,676	J. & D.	Dec. '68	Do. 2d pref.....	1,014,000	Annual.	Feb. '68	Vicksburg and Meridian.....	357,405		
Do. pref.....	16,356,287	J. & D.	Dec. '68	Milw. & St. Paul.....	5,496,883	J. & J.	Jan. '69	Virginia Central.....	2,353,679		
Chicago, R. I. & Pacific.....	14,000,000	Apr. '69	Apr. '69	M. Hill & Schuylk. Haven.....	8,050,892	J. & J.	Do. 740	Virginia and Tennessee.....	3,497,791		
Cin. Ham. & Dayton.....	3,521,664	Apr. '69	Apr. '69	Mobile and Ohio.....	3,775,000	J. & J.	Jan. '69	West Jersey.....	804,150		
Cincinnati City Passenger.....	999,800	J. & J.	Jan. '69	Montgomery & W. Point.....	3,762,400	J. & D.	Dec. '67	West Philadelphia.....	249,100	J. & J.	Jan. '69
Do. Street.....	192,750	J. & J.	Jan. '69	Morris and Essex.....	1,644,104	M. & N.	May '69	Wilm. and Weldon.....	1,463,775		
Citizens' Passenger (Phila.).....	192,750	J. & J.	Jan. '69	Mt. Carbon & Pt. Carbon.....	3,616,360	J. & J.	Jan. '69	Winchester and Potomac.....	1,647,850	J. & J.	Jan. '69
Clev. Col. Cin. & Ind.....	10,450,000	F. & A.	Feb. '69	Nashua and Lowell.....	2,223,350	J. & J.	Jan. '69	Warren.....	1,522,600	J. & J.	Jan. '69
Cleveland & Mahoning.....	2,056,400	M. & N.	Nov. '68	Nashville & Chattanooga.....	1,720,000	F. & A.	Feb. '69	Worcester and Nashua.....	1,522,600		
Cleveland, Paines & Asht.....	8,750,000	J. & J.	Jan. '69	Naugatuck.....	2,056,544	F. & A.	Feb. '69				
Cleveland and Toledo.....	5,424,091	J.A.J.&O.	Apr. '69	New Bedford & Taunton.....	1,436,000	J. & J.	Jan. '69				
Cleveland and Toledo.....	5,000,000	J. & J.	Jan. '69	New Haven & N. London.....	500,000	J. & J.	Jan. '69				
Col. Chi. & Indiana Cen.....	11,420,000	J. & J.	Jan. '69	N. Haven & Northampton.....	738,538	J. & J.	Jan. '69				
Columbus and Xenia.....	1,286,200	J. & J.	Jan. '69	New Jersey.....	1,344,000	J. & J.	Jan. '69				
Concord.....	1,500,000	M. & N.	May '69	New London Northern.....	6,000,000	F. & A.	Feb. '69				
Concord & Portsmouth.....	350,000	J. & D.	Dec. '68	New York Central.....	895,000	M. & S.	Sep. '68				
Coney Island & Brooklyn.....	600,000			Do. Int. certificate.....	23,537,000	F. & A.	Feb. '69				
Conn. & Passump. Rivers.....	139,000			New York and Harlem.....	2,382,900						
Do. do. pref.....	1,822,100	J. & J.	Jan. '69	Do. pref.....	6,255,050	J. & J.	Jan. '69				
Connecticut River.....	1,700,000	J. & J.	Jan. '69	New York & New Haven.....	1,500,000	J. & J.	Jan. '69				
Cumberland Valley.....	1,316,900	A. & O.	Oct. '68	N. Y. Provid. & Boston.....	6,000,000	J. & J.	Jan. '69				
Danbury and Norwalk.....	400,000			Nisg. Bridge & Cananda.....	2,000,000	J. & J.	Jan. '69				
Dayton and Michigan.....	2,392,361	J. & J.	Jan. '69	Ninth Avenue.....	1,000,000	J. & J.	Jan. '69				
Delaware.....	594,260	J. & J.	Jan. '69	North Carolina.....	797,400						
Del. Lackaw. & Western.....	13,386,020	J. & J.	Jan. '69	Northern Central.....	4,000,000						
Des Moines Valley.....	1,820,200			Northern Eastern (S. C.) pref.....	4,648,900	F.M.A.N.	May '67				
Detroit & Milwaukee.....	1,047,350			Northern of N. Hampsh.....	155,000	J. & D.	Dec. '68				
Do. do. pref.....	1,500,000			North Pennsylvania.....	3,064,400						
D. Dock, E. B'dw. & Bat.....	1,200,000			Norwich & Worcester.....	3,150,150	J. & J.	Jan. '69				
Dubuque and Sioux City.....	1,973,641	Annual.	Jan. '69	Ogdensb. & L. Champ'n.....	2,368,600	J. & J.	Jan. '69				
Do. do. pref.....	1,973,641	J. & J.	Jan. '69	Do. pref.....	1,994,900	A. & O.	Apr. '69				
Eastern (Mass.).....	3,883,300	J. & J.	Jan. '69	Ohio and Mississippi.....	20,000,000						
Eastern (N. H.).....	492,500	J. & J.	Jan. '69	Do. pref.....	3,500,000	J. & D.	Dec. '68				
East Pennsylvania.....	654,900			Oil Creek & Allegheny R.....	4,289,000	J.A.J.&O.	Apr. '69				
East Tenn. and Georgia.....	2,369,730			Old Colony & Newport.....	4,844,320	J. & J.	Jan. '69				
East Tenn. and Virginia.....	657,800			Orange and Newark.....	281,550	F. & A.	Feb. '69				
Eight Avenue (N. Y.).....	1,000,000	J.A.J.&O.	Jan. '68	Owego and Syracuse.....	482,400						
Elm. Jeffers & Canand.....	500,000	F. & A.	Feb. '69	Pacific of Missouri.....	351,515						
Elmira & Williamsport.....	500,000	M. & N.	Nov. '68	Panama.....	7,000,000	J.A.J.&O.	Apr. '69				
Do. do. pref.....	500,000	J. & J.	Jan. '69	Paterson and Ramapo.....	248,500	J. & J.	Jan. '69				
Erie Railway.....	57,765,300	F. & A.	Feb. '69	Paterson and Hudson Riv.....	630,000	J. & J.	Jan. '69				
Do. pref.....	8,585,910	Annual.	Jan. '67	Pennsylvania.....	21,045,750	M. & N.	Nov. '68				
Erie & Pittsburgh.....	64,300			Peoria & Bureau Valley.....	1,200,000	A. & O.	Apr. '69				
Evansville & Crawford.....	1,143,445	J. & J.	Jan. '69	Philadelphia and Erie.....	5,986,700	J. & J.	Jan. '69				
Pittsburg.....	3,400,000	J. & J.	Jan. '69	Philadelphia and Reading.....	21,304,301	J. & J.	Jan. '69				
Pittsburg & Worcester.....	248,000	J. & J.	Jan. '69	Do. Do. preferred.....	1,551,800	J. & J.	Jan. '69				
Pitt and Holly.....	500,000	M. & N.	May '67	Phil. Germant'n & Nor't'n.....	1,555,560	A. & O.	Apr. '69				
Forty Sec. St. & Gt. E. Fy.....	750,000	A. & O.	Oct. '67	Phila. and Trenton.....	1,099,120	F. & A.	Feb. '69				
Frank. and Southw. (Ph.).....	491,620	J. & J.	Jan. '69	Phila. Wil. & Balt.....	9,058,300	J. & J.	Jan. '69				
Georgia.....	4,156,000	J. & J.	Jan. '69	Philadelphia City.....	100,000	J. & J.	Jan. '69				
Germantown (Phila.).....	112,245	J. & J.	Jan. '68								

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1886.....	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1887.....	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	300,641	5,167,371
1888.....	404,467	303,281	408,847	385,654	355,255	359,184	343,325	413,484	480,480	464,376	455,910	.....	4,404,467
Chicago and Alton:													
1886.....	109,850	101,855	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,899	153,294	1,673,706
1887.....	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1888.....	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	.....	3,940,092
1886.....	226,153	222,241	290,111	209,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,163
1887.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,990	426,752	359,102	330,169	3,892,861
1888.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,745	409,599	361,701	4,508,643
1889.....	339,762	304,828	393,648	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1886.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1887.....	158,735	175,482	243,150	185,013	198,679	243,178	224,930	307,874	375,860	324,865	336,617	321,037	3,095,470
1888.....	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	.....	3,313,514
1886.....	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	425,474	345,028	260,268	3,466,922
1887.....	292,047	224,621	172,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1888.....	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	391,400	4,541,973
1889.....	333,300	308,200	398,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1886.....	273,876	317,839	390,355	421,363	466,830	505,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1887.....	482,164	499,296	468,358	585,623	747,942	702,691	702,691	767,508	946,707	932,683	754,671	647,842	7,976,402
1888.....	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,056	1,200,216	1,010,892	712,359	9,299,430
1886.....	574,684	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,032,737	11,032,737
1887.....	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,908	1,135,334	1,001,892	13,443,765
1888.....	871,218	827,254	1,149,258	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1886.....	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1887.....	906,759	917,639	1,139,528	1,217,111	1,122,140	1,118,731	1,071,812	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1888.....	1,031,320	901,752	1,136,994	1,263,111	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1886.....	190,130	226,637	181,054	191,448	206,246	260,282	261,070	352,786	414,543	410,336	372,593	359,463	3,445,827
1887.....	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1888.....	327,900	416,588	459,762	429,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,407
1886.....	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1887.....	603,053	505,266	505,465	411,005	569,250	567,679	489,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1888.....	647,120	524,871	417,071	440,271	477,027	510,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1886.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,590	685,401	681,041	7,817,600
1889.....	681,656	558,783	711,559	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marquette and Cincinnati:													
1886.....	90,411	85,447	84,351	87,181	96,588	103,373	98,043	106,921	104,866	118,504	112,952	123,802	1,201,239
1887.....	94,136	78,976	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713	1,278,713
1888.....	92,433	81,599	98,482	108,461	95,416	95,924	106,413	126,566	121,519	125,065	119,109	121,408	1,204,096
1889.....	95,517	103,553	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1886.....	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1887.....	256,600	304,445	338,454	330,651	267,126	315,258	276,891	358,862	402,219	407,107	448,964	411,806	4,120,152
1888.....	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1886.....	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,322
1887.....	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	280,034	4,663,508
1888.....	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1889.....	378,781	363,881	453,481	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1886.....	220,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1887.....	242,073	245,858	236,432	238,495	226,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1888.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1886.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,620,550
1887.....	282,439	285,796	337,158	243,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	380,669	4,260,115
1888.....	304,095	283,661	375,210	362,783	338,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1889.....	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1889.....	384,120	320,636	386,527	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1886.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	458,323	5,683,603
1887.....	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	629,927	468,796	6,517,662
1888.....	454,130	330,233	420,774	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1886.....	957,869	613,381	955,659	1,246,734	1,255,521	1,132,701	1,162,024	1,495,762	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1887.....	1,086,360	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,530,518	1,211,108	985,857	14,143,216
1888.....	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1886.....	210,329	260,466	309,261	269,444	224,963	223,242	298,177	302,506	332,400	278,006	246,243	275,590	3,311,077
1887.....	259,223	319,139	319,014	271,527	290,016	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,703,005
1888.....	267,541	246,106	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1886.....	242,793	219,065	276,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,633	3,459,319
1887.....	211,973	231,351	266,905	252,149	204,620	217,082	194,455	287,567	307,122	283,329	274,637	233,861	2,964,041
1889.....	180,366	216,080	221,459	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1886.....	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,904	463,873	466,557	454,826	4,088,837
1887.....	335,685	361,834	306,771	429,929	505,517	464,800	451,884	574,486	714,302	715,902	746,955	626,005	6,324,083
1888.....	436,742	532,786	610,721	660,384	757,178	936,188	761,457	1,170,241	1,125,635	754,551	1,032,149	112,178	9,555,610
1886.....	653,053	608,305	116,215	923,283	416,341	666,979	957,194	1,121,205	1,351,579	1			

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.					* Indicates that no interest is paid.				
National Securities, April 1, 1869.					Massachusetts—Western R. R. Loan, sterling				
Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.
Loan of June 14, 1868.....registered	20,000,000	5	Jan. & July.	1874	—Troy and Greenfield Loan, stg.	3,578,696	5	April & Oct.	'92-'98
Loan of June 22, 1860.....registered	7,022,000	5	"	"	—Eastern R. R. Loan.....	3,506,580	5	"	'88-'90
Loans of Feb. 8, July 1, Aug. 3, '61.....registered	282,732,400	5	"	"	—Nor. & Worc. R. R. Loan.....	1,166,500	5	Jan. & July.	'90-'94
and March 3, 1863.....coupon		5	"	"	—B. H. & Erie R. R. Loan, stg.	200,000	5	"	'69-'71
Oregon War Bonds of March 2, 1861.....	945,000	5	"	"	—State Scrip (var.).....	400,000	5	"	1877
Loan of Feb. 25, 1862 (5-20s).....registered	514,771,000	5	July.	1881		290,400	5	Various.	1870
Loan of March 3, 1864 (5-20s).....coupon	3,882,500	5	May & Nov.	1882		171,000	5	April & Oct.	1872
Loan of June 30, 1864 (5-20s).....registered	125,561,300	5	"	"		125,000	5	Various.	1873
Loan of March 3, 1865 (5-20s).....coupon	203,327,250	5	"	"		244,000	5	June & Dec.	'70-'72
2d series (5-20s).....registered	332,998,950	5	Jan. & July.	1886		50,000	5	"	1877
3d series (5-20s).....coupon	379,529,000	5	"	"		200,000	5	Jan. & July.	1871
4th series (5-20s).....registered	42,539,350	5	"	"		650,000	5	"	'72-'73
Loan of March 3, 1864, (10-40s).....registered	194,567,300	5	Mar. & Sept.	1904		720,000	5	"	'74-'76
Union Pacific R. R. Bonds.....(currency)	56,852,320	5	Jan. & July.	'95-'99		1,430,000	5	"	1876
Certificates of Mar. 2, 1867, and July 2, 1863.....	54,605,000	3	"	Dem.		600,000	5	May & Nov.	'77-'78
Navy Pension Fund of July 23, 1868.....	14,000,000	3	"	"		220,000	5	Jan. & July.	1883
Loans of 1842, 1847 and 1848.....	188,900	5	"	"		200,000	5	Jan. & July.	1883
Texas Indemnity Bonds of Sept. 9, 1860.....	252,000	5	"	"		4,000,744	5	May & Nov.	1894
Treasury Notes prior to 1857.....	1,104,511	6	"	"		4,379,500	5	Jan. & July.	1893
Treasury Notes of 1857, '60, '61 and '63.....	366,392	7	"	"		888,000	5	Mar. & Sept.	1886
Treasury Notes (7-30s).....	650,400	7	"	"		919,324	5	Jan. Var.	3 '78
Certificates of Indebtedness.....	12,000	6	"	"		86,000	5	Jan. & July.	1879
Compound Interest Notes of 1863 and 1864.....	3,220,690	6	"	"		200,000	5	"	1878
Temporary Loan of June 30, 1864.....	188,510	6	"	"		1,728,000	5	"	'73-'75
U. S. Notes (greenbacks).....	356,065,155	var	"	Dem.		886,000	5	"	1880
Fractional Currency.....		var	"	"		463,000	7	May & Nov.	1890
State Securities, latest dates.						2,275,000	7	Jan. & July.	1883
Alabama—State Bonds.....	168,900	5	May & Nov.	1872		7,000,000	7	Jan. & July.	41-'71
—(extended).....	2,414,800	5	"	'83-'85		453,000	6	Jan. & July.	62-'90
—(sterling).....	770,500	5	Jan. & July.	'70-'79		2,830,000	6	"	1887
—(new).....	732,800	5	"	'83-'85		13,734,000	6	"	'82-'90
Arkansas—State Bonds (Real Estate Bank).....	886,000	6	April & Oct.	1861		1,589,000	7	"	'81-'87
—(State Bank).....	440,000	6	Jan. & July.	1877		3,000,000	6	"	'81-'85
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1880					
—1869.....	177,500	7	"	'83-'85					
—Soldiers' Relief Bonds.....	470,500	7	"	'83-'85					
—Bounty Bonds.....	982,000	7	"	'83-'85					
Connecticut—War Bonds, My, '61, (10 or 20yr).....		6	Jan. & July.	'71-'81					
—Oct, '61, (10 or 20yr).....		6	"	'72-'82					
—Nov., 1863.....		6	"	1883					
—My, '64, (10 or 20yr).....	7,613,692	6	April & Oct.	'74-'78					
—May 1, 1865, (free).....		6	"	1885					
—(various) registered.....	867,500	6	Various.	Var.					
Florida—State Bonds.....	500,000	8	Jan. & July.	Var.					
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870					
—(Act March 12, 1860).....	176,000	7	May & Oct.	1870					
—(W. & A. R. R.).....	3,164,500	7	Jan. & July.	1886					
—(Atl. & Gulf R. R.).....	1,519,000	6	"	'83-'74					
—(sterling).....	75,000	6	May & Oct.	1874					
Illinois—New Internal Improvement Stock.....	734,000	6	Feb. & Aug.	'75-'80					
—Interest Bonds.....	72,000	5	Mar. & Sept.	1869					
—Liquidation Bonds.....	1,635,954	6	Jan. & July.	1870					
—Refunded Stock.....	996,649	6	"	1877					
—Thornton Loan Bonds.....	193,400	6	"	1865					
—War Loan Bonds.....	985,900	6	"	'69-'77					
—Ill. and Mich. Canal.....(sterling)	104,000	6	"	1869					
—registered.....	543,200	6	"	1879					
Indiana—State Stock.....	792,222	6	"	1870					
—War Loan Bonds.....	535,367	6	"	1870					
Iowa—State Bonds of 1858.....	2,322,925	5	Jan. & July.	1866					
—War and Defense Bonds of 1861.....	210,000	6	May & Nov.	1888					
Kansas—War Bonds, 1861-'67.....	200,000	7	Jan. & July.	1868					
—Territorial Debt Bonds.....	300,000	7	"	1881					
Kentucky—State Bonds.....	750,000	6	Jan. & July.	'78-'97					
—Military Bonds.....	100,000	6	April & Oct.	'71-'72					
Louisiana—State Bonds (Schools, &c.).....	1,421,000	5	May & Nov.	1879					
—(Railroads).....	339,000	5	April & Oct.	'69-'73					
—(Charity Hospital).....	160,000	5	Various.	'80-'93					
—(Levees).....	635,000	6	Jan. & July.	1893					
—(" 1867).....	2,092,000	6	Various.	'69-'76					
—(" 1868).....	86,000	6	Mar. & Sept.	1872					
—(Funding).....	1,000,000	6	Various.	1886					
Maine—Civil Loans.....	2,414,000	6	May & Nov.	1907					
—War Loan of 1861.....	3,000,000	8	"	1908					
—1863.....	494,800	6	Various.	'86-'88					
—1864.....	250,000	6	Mar. & Sept.	'69-'74					
—Bounty Loan of 1863.....	171,000	6	Various.	'75-'78					
Maryland—Sterling Bonds of 1838.....	800,000	6	Mar. & Sept.	1883					
—converted.....	525,000	6	June & Dec.	1889					
—Currency Bonds of 1837.....	2,832,500	6	Feb. & Aug.	1880					
—1827.....	475,000	5	J. A. J. & O.	1865					
—1834-'35.....	802,000	5	"	'89-'90					
—1838-'39.....	2,252,112	5	"	'89-'90					
—1838-'39.....	1,214,580	5	"	'89-'90					
—Defense Loan of 1864-'68.....	269,000	3	"	1890					
—South Relief Loan of 1867.....	24,000	5	"	1880					
	1,438,428	5	"	'70-'85					
	525,008	5	"	'89-'90					
	46,232	5	"	1880					
	2,040,100	5	"	1883					
	100,000	5	"	1873					

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An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Camden and Burlington County:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage of 1867 for \$350,000	\$250,000	6	Feb. & Aug.	Philadelphia.	1897	86
Alabama and Florida:							Cape Cod Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1867	....	1st Mortgage.....	125,000	6	— & —	Boston.	18—	....
Land Mortgage.....	550,000	7	" "	" "	1887	....	Cape May and Millville:						
3d Mortgage.....	300,000	7	April & Oct.	" "	1871	....	1st Mortgage.....	200,000	7	— & —	New York.	18—	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....	Catawissa:						
Albany and Susquehanna:							1st Mortgage.....	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	Cedar Falls and Minnesota:						
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1886	....
2d Mortgage for \$2,000,000	802,000	7	April & Oct.	" "	1885	80	1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Allegheny Valley:							Cedar Rapids and Missouri River:						
1st Mortgage.....	398,000	7	April & Oct.	Pittsburg.	1891	....	1st Mortgage.....	.....	7	— & —	New York.	1916	92
1st Mortgage (Extension).....	4,000,000	7.3	" "	" "	1896	....	Central Branch Union Pacific:						
Androscoquin:							1st Mort. (Atchison & Pike's P.)	1,600,000	6	Mar. & Nov.	New York.	1895	....
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	....	2d Mortgage Govern'mt subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Ashuelot:							Central of Georgia:						
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1881	....	1st Mortgage.....	788,000	7	March & Sept.	Savannah.	1876	98
Atlantic and Great Western:							Central of New Jersey:						
1st Mortgage (New York).....	886,000	7*	April & Oct.	London.	1879	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	90+
1st Mortgage (Pennsylvania).....	2,151,500	7*	" "	" "	1877	....	2d Mortgage.....	600,000	7	May & Nov.	" "	1875	102
1st Mortgage (Ohio).....	3,740,900	7*	" "	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	83
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	" "	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	" "	1884	....	1st Mortgage (on 725 m.) free.....	21,003,000	6*	Jan. & July.	New York.	1896	100
2d Mortgage (New York).....	761,000	7	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1886	111+
2d Mortgage (Pennsylvania).....	757,500	7*	" "	London.	1882	....	Convertible bonds.....	1,500,000	7*	" "	" "	1883	109
2d Mortgage (Ohio).....	2,653,000	7*	Jan. & July.	" "	1883	....	National Loan.....	21,003,000	6	" "	" "	1895	....
Consolidated Mortgage.....	17,105,000	7*	April & Oct.	" "	1895	....	Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40
1st Mortgage (S. A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....	Charlotte and South Carolina:						
1st Mort. (A. & G. R. R. No. 7 to T.)	500,000	7	" "	New York.	18—	....	1st Mortgage for \$500,000	334,000	7	Jan. & July.	New York.	var.	62
1st Mort. (A. & G. R. R. S. No. 7)	500,000	7	" "	" "	18—	....	Cheraw and Darlington:						
1st mortgage (Bainbridge Ext.).....	500,000	7	" "	" "	18—	....	1st Mortgage.....	150,000	7	— & —	Charleston.	1870	....
Consol. Mort. (\$2,000,000) free.....	.....	7	Jan. & July.	" "	1897	84	2d Mortgage.....	75,000	7	— & —	" "	1868	....
Atlantic and St. Lawrence:							Cheshire:						
Portland City Loan (sfg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....	Company bonds.....	672,200	6	Jan. & July.	Boston.	'75-'80	92
2d Mortgage.....	1,499,992	6	April & Oct.	Portland.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6*	May & Nov.	London.	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51+
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1834.....	753,931	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	102
Loan of 1855.....	863,250	6	Jan. & July.	" "	1875	91+	1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	90+
Loan of 1850.....	679,500	6	" "	" "	1880	91	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	" "	1893	91
Loan of 1853.....	1,710,500	6	April & Oct.	" "	1885	90+	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	" "	1890	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	111
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	" "	1873	....	Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	" "	1885	....	2d Mortgage.....	941,000	4+	July.	Frankfort.	1890	....
Bay de Noquet and Marquette:							Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....	Chicago, Cincinnati and Louisv.:						
Bellefontaine:							1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (B. and Ind. R.R.).....	1,225,000	7	Jan. & July.	New York.	'70-'90	....	Chicago and Great Eastern:						
2d Mortgage.....	483,000	7	" "	" "	1870	....	1st Mortgage.....	5,600,000	7	April & Oct.	New York.	1895	85
Bellefonte and Snow Shoe:							1st Mortgage (convertible).....	.....	7	" "	" "	1895	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	18—	....	Chicago, Iowa and Nebraska:						
Belvidere Delaware:							1st Mortgage.....	1,110,000	7	— & —	New York.	1881	....
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....	Chicago and Milwaukee, (45 m'ls):						
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82	1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	89
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	" "	1877	80	3d Mortgage ("						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland, Painesv. and Ashta.:							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877	100
2d Mortgage.....	1,000,000	7	" "	" "	1881	92	2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	94
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1888	92	3d Mortgage.....	6,000,000	7	" "	" "	1883	88½
Cleveland and Toledo:							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	81
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	92	5th Mortgage.....	926,500	7	June & Dec.	" "	1888	86½
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	92	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	92
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	92	Starling Loan \$800,000.....	4,844,400	7	March & Sept.	London.	1875	92
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	99	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	92
1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1888	92	2d Mortgage for \$700,000.....	370,200	7	April & Oct.	" "	1875	92
Columbus, Chicago & Ind. Cent.:							Evansville and Crawfordsville:						
Trust Mort. S. F. for \$15,000,000.....	7	April & Oct.	New York.	1908	84½	1st Mortgage of 1882.....	350,000	7	Jan. & July.	New York.	1869	92	
Columbus and Indiana Central:							1st Mortgage of 1884.....	740,000	7	May & Nov.	" "	1869	92
1st Mortgage.....	3,200,000	7	May & Nov.	New York.	1904	85½	Rockville Extension 1st Mort.....	150,000	7	Feb. & Aug.	" "	1881	92
2d Mortgage.....	816,000	7	" "	" "	18—	92	Fall River, Warren & Providence:						
Income Bonds.....	1,500,000	7	" "	" "	18—	92	1st Mortgage.....	200,000	7	" & —	Providence.	18—	92
Columbus and Xenia:							Flemington:						
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	92	1st Mortgage, guaranteed.....	100,000	6	" & —	Princeton.	18—	92
Connecticut and Passumpsic Riv.:							Flint and Pere Marquette:						
1st Mortgage for \$800,000.....	573,800	6	June & Dec.	Boston.	1876	89½	1st Mortgage.....	815,000	7	" & —	New York.	18—	92
Connecticut River:							Galena and Chicago Union:						
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	98
Connecting:							2d Mortgage.....	1,029,000	7	May & Nov.	" "	1875	98
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½	Mississippi Bridge.....	200,000	7	Jan. & July.	" "	1884	98
Council Bluffs and St. Joseph:							Grand Rapids and Indiana:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887	92	1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	92
Cumberland Coal and Iron:							Grand River Valley:						
Bonds of Nov., 1882.....	897,000	6	Jan. & July.	New York.	1869	92	1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—	92
Bonds of Feb., 1884.....	89,000	6	Feb. & Aug.	" "	1869	92	Grand Trunk (C.):						
Bonds of July, 1867.....	98,000	6	" "	" "	1877	92	1st Preference Bonds.....	12,573,661	5½	Jan. & July.	London.	18—	92
Cumberland and Pennsylvania:							2d Preference Bonds.....	7,355,986	5½	" "	" "	18—	92
1st Mortgage for \$1,000,000.....	898,000	6	March & Sept.	New York.	1891	92	3d Preference Stock.....	3,414,094	4½	" "	" "	18—	92
Cumberland Valley:							4th Preference Stock.....	25,592,860	4½	" "	" "	18—	92
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	92	Equipment Bonds.....	2,433,333	6½	April & Oct.	" "	18—	92
2d Mortgage.....	109,500	8	" "	" "	1904	92	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	92
Company's Bonds.....	85,300	6	" "	Harrisburg.	18—	92	Great Western of Canada:						
Danbury and Norwalk:							Government Loan £573,688.....	2,782,387	6½	" & —	Ottawa.	18—	92
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1870-80	92	Mortgage Bonds £615,200.....	2,983,720	6½	" & —	London.	1873-76	92
Dayton and Michigan:							Mortgage Bonds £547,000.....	2,652,950	5½	" & —	" "	1877-78	92
1st Mortgage.....	263,000	7	Jan. & July.	New York.	1867	92	Stock Debentures £46,700.....	226,500	5½	" & —	" "	1879	92
2d Mortgage.....	2,589,000	7	" "	" "	1881	92	Great Western of Illinois:						
3d Mortgage.....	642,000	7	March & Sept.	" "	1884	92	1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	100
Toledo Depot Bonds.....	169,500	7	" "	" "	181-94	92	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	92
Dayton and Union:							1st Mortgage (General).....	2,500,000	7	" "	" "	1888	88
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	92	2d Mortgage.....	2,500,000	7	May & Nov.	" "	1895	80½
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	92	Greenville and Columbia:						
Income Bonds.....	251,000	6	" "	" "	1879 aft	92	State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—	92
Dayton and Western:							1st Mortgage.....	1,000,000	7	" "	New York.	18—	92
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	92	Hannibal and St. Joseph:						
2d Mortgage.....	463,000	6	June & Dec.	" "	1882	92	State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1881	89½
Delaware:							State Loan of 1855.....	1,500,000	6	" "	" "	1885	92
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	90	Land Mort. of 1863 for \$3,400,000	2,300,000	7	April & Oct.	" "	1888	108½
Guaranteed Bonds.....	100,000	6	" "	" "	1875	90	Convertible bonds of 1863.....	800,000	7	Jan. & July.	" "	1888	122
State Loan.....	170,000	6	" "	" "	1876	90	Six year bonds of 1865.....	1,000,000	10	" "	" "	1872	90
Delaware, Lackawanna, & Western:							Harrisburg and Lancaster:						
1st Mort. (L. & W.) for \$900,000.....	564,000	7	Jan. & July.	New York.	1871	96½	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90
1st Mort. (East. Ext.) \$1,500,000.....	1,111,000	7	April & Oct.	" "	1875	98	Hartford and New Haven:						
2d Mort. (General) for \$2,600,000.....	1,633,000	7	March & Sept.	" "	1881	93½	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	94
Des Moines Valley:							Hartford, Providence and Fishkill:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	92	1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Hartford.	1876	92
Income Bonds.....	462,000	7	Jan. & July.	" "	1884	92	1st Mort. (Connecticut 96.04 m.).....	1,574,500	7	" "	" "	1876	92
Detroit and Milwaukee:							Hempfield:						
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	92	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—	92
2d Mortgage.....	1,000,000	8	" "	" "	1884	92	Housatonic:						
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	92	1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877	92
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875	92	2d Mortgage.....	96,000	7	" "	" "	1885	92
Bonds of June 30, 1866, (cond.).....	1,637,789	7	" "	" "	1886	92	Houston and Texas Central:						
Detroit, Mon. & Tol. (M.S. & N.I.)							Texas State Loan, sinking fund.....	432,000	6	Apr. & Oct.	New York.	67 '69	92
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	92	1st Mortgage.....	1,300,000	7	Jan. & July.	" "	1866	92
Detroit and Pontiac (Det. & Mil.):							Land Mort. S. F. (\$20,000 p. m.).....	1,000,000	6	" "	" "	1891	92
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878	92	Hudson River:						
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886	92	1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	92
Dubuque and Sioux City:							1st Mortgage.....	1,954,000	7	" "	" "	1869	100½
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	90	1st Mortgage.....	1,936,000	7	" "	" "	1870	92
1st Mortgage (construction).....	600,000	7	" "	" "	1894	90	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	103
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	90	3d Mortgage.....	183,000	7	May & Nov.	" "	1875	100
Dubuque Southwestern:							Huntington and Broad Top Mt.:						
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	92	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	85
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895	92	2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	92
East Brandywine & Waynesboro:							Consol. Mortgage.....	723,245	7	April & Oct.	" "	1895	92
1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882	92	Illinois Central:						
Eastern:							Construction.....	\$,955,000	7	April & Oct.	New York.	1875	120
State Loan (1st Lien).....	250,000	5	J. A. J. & O.	Boston.	1868-72	92	Construction.....	437,500	6	" "	" "	1875	92
2d Mortgage, (convert. sterling).....	420,000	5	Jan. & July.	London.	1872	92	Redemption.....	2,560,500	6	" "	" "	1890	92
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	96½	Redemption, sterling.....	2,424,500	6½	" "	London.	1875	92
1st Mortgage, (Essex Railroad).....	214,400	6	Jan. & July.	" "	1876	92	Illinois and Southern Iowa:						
Bonds.....	100,000	6	April & Oct.	" "	1885	93½	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	92
East Pennsylvania:							Indianapolis, Cin. and Lafayette:						
1st Mortgage, Sinking Fund.....	574,900	7	April & Oct.	Philadelphia.	1888	92	1st Mortgage (Ind. and Cin.).....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.		Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
				When.	Where.							When.	Where.		
100	Kentucky Central:								Mississippi and Tennessee:						
94	1st Mort. (Covington & Lexington)	\$128,000	7	— & —	New York.	1872	....		1st Mortgage	\$600,000	7	April & Oct.	New York.	1876	....
88	2d Mortgage (do.)	844,000	7	— & —	"	1882	....		2d Mortgage for \$1,300,000	850,000	8	Jan. & July.	"	1870	....
81	3d Mortgage (do.)	236,000	7	— & —	"	1885	....		Tennessee State Loan	317,800	6	"	"	1892	....
85	Keokuk and St. Paul:								Mobile and Girard:						
	1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....		1st Mortgage Bonds	\$250,000	6	— & —	—	18—	....
	Income	100,000	7	"	"	1887	....		Mobile and Ohio:						
	Knoxville and Charleston:								1st Mortgage, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
	Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....		2d Mortgage, Sterling	1,669,800	6*	"	Mobile.	1882	62
	Knoxville and Kentucky:								Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
	Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....		Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
	Tenn. State Loan (new)	800,000	6	"	"	1898	....		Liquidation (10 year) bonds	556,421	8	"	New York.	1876	....
	Lackawanna and Bloomsburg:								Interest bonds	697,900	8	"	Mobile.	1882	38
	1st Mortgage	—	7	Jan. & July.	New York.	1875	....		Montgomery and Eufala:						
	1st Mortgage (Extension)	—	7	March & Sept.	Philadelphia.	1885	....		1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
	2d Mortgage	—	7	April & Oct.	"	1880	....		Montgomery and West Point:						
	Lake Erie and Louisville:								Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
	1st Mortgage for \$1,600,000	500,000	7	May & July.	New York.	1893	....		Income Bonds	306,900	8	"	"	1876	....
	Lehigh and Lackawanna								Mortgage Bonds	719,500	8	"	"	1881	82
	1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....		Morris and Essex:						
	Lexington and Frankfort:								2d Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York	1914	90
	1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69-'74	....		1st Mortgage	3,000,000	7	Feb. & Aug.	"	1891	92
	Lehigh Valley:								Nashville and Chattanooga:						
	1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95		1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
	New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	94		Tenn. State Loan	150,000	6	"	"	18—	....
	Little Miami:								Tenn. Coupons Funded	426,270	6	"	"	18—	....
	1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....		Nashville and Decatur:						
	Cincinnati Loan	100,000	6	"	Cincinnati.	1880	....		Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'83-'93	....
	Little Schuylkill:								Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
	1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	90		Nashville and Northwestern:						
	Long Island:								Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'83-'94	....
	1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95		2d Mortgage	792,050	6	"	"	'71-'83	....
	Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....		Naugatuck:						
	Glen Cove Branch	150,000	6	May & Nov.	"	1893	....		1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
	Louisville, Cin. and Lexington:								Newark and New York:						
	1st Mortgage for \$3,000,000	2,110,000	7	Jan. & July.	New York.	1897	....		1st Mortgage	600,000	—	— & —	New York.	18—	....
	Louisville and Frankfort:								New Bedford and Taunton:						
	1st Mortgage	108,000	6	Jan. & July.	New York.	'69-'78	....		1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
	Louisville Loan	100,000	6	"	"	1881	....		New Brunswick and Canada:						
	Louisville and Nashville:								1st Mortgage, Sterling	1,100,000	6*	May & Nov.	London.	1867	....
	1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69-'77	....		Newcastle and Beaver Valley:						
	1st Mortgage, Memphis Branch	267,000	7	May & Nov.	"	'70-'75	....		1st Mortgage for \$150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
	1st Mortgage, Bardonia Branch	27,500	7	Jan. & July.	"	1870	....		2d Mortgage for \$100,000	39,200	7	March & Sept.	"	1877	....
	1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	"	'80-'85	....		New Haven and Northampton:						
	Louisville Loan, Main Stem	849,000	6	April & Oct.	"	'86-'87	....		1st Mortgage	450,000	7	Jan. & July.	New Haven.	1860	....
	Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	"	1886	....		1st Mort. (Hamps. & Hamp.)	200,000	6	April & Oct.	"	1874	....
	Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	"	1893	....		New Jersey:						
	Consolid. 1st mort. for \$8,000,000	—	7	"	"	1898	....		Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73-'87	93
	Louisville, N. Albany & Chicago:								New London Northern:						
	1st Mort. New Albany & Salem	2,235,000	6	— & —	New York.	18—	....		1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
	Macon and Brunswick:								1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
	1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....		N. Orleans, Jackson & Gt. North:						
	McMinnville and Manchester:								1st Mortgage for \$3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
	Tenn. State Loan	772,000	6	Jan. & July.	New York.	—	....		2d Mortgage for \$3,000,000	1,019,000	8	"	"	1890	70
	Mahanoy and Broad Mountain:								N. Orleans, Opelousas & Gt. Wm:						
	1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....		1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
	Maine Central:								2d Mort. (F.) for \$1,000,000 (80m.)	40,000	8	Jan. & July.	"	1887	....
	\$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	....		New York Central:						
	\$400,000 Loan	315,200	6	June & Dec.	"	'70-'71	....		Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	92
	Bangor City Loan	660,000	6	April & Oct.	"	1874	....		Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	"	1876	100
	2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....		Bonds for B. & N. Falls R.R. Co.	76,000	6	May & Nov.	"	1883	....
	Marietta and Cincinnati:								Bonds for railroad stocks	592,000	6	"	"	1883	....
	1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	87		Bonds for real estate	162,000	6	"	"	1883	87
	1st Mortgage, Sterling	1,000,000	7*	"	London.	1892	....		Bonds and mortgages	58,215	7	various.	"	var.	....
	2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	72		Convertible bonds	210,000	7	Feb. & Aug.	"	1876	120
	Scioto and Hocking Valley	300,000	7	"	"	1896	....		Renewal bonds of 1868	2,900,000	6	June & Dec.	"	1887	90
	Memphis and Charleston:								New York and Flushing:						
	Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....		1st Mortgage	125,000	7	— & —	New York.	18—	....
	1st Mortgage, Convertible	1,293,000	7	May & Nov.	"	1880	85		New York and Harlem:						
	2d Mortgage	1,000,000	7	Jan. & July.	"	1885	....		1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
	Memphis, Clarksville & Louisv.:								Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	"	1893	....
	Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76		New York and New Haven:						
	Memphis and Little Rock:								1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	94
	Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....		New York, Providence & Boston:						
	Mortgage (road and land)	600,000	8	May & Nov.	"	1890	....		1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73-'78	....
	Michigan Central:								Improvement Bonds	100,000	7	Jan. & July.	"	1881	....
	1st Mortgage, sterling	467,489	6*	Jan. & July.	London.	1872	....		Extension Bonds	250,000	6	May & Nov.	"	1883	....
	1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....		Norfolk and Petersburg:						
	1st Mortgage, dollars, convertible	1,777,000	8	"	New York.	1869	113		1st Mortgage	297,750	7	Jan. & July.	New York.	'65-'70	72
	1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....		1st Mortgage	323,600	8	"	"	'65-'70	80
	Consol. Sinking Fund Mortgage	4,231,500	8	"	"	1882	119		2d Mortgage for \$300,000	6,000	8	"	Norfolk.	1869	....
	Michigan Southern & North. Ind.:								North Eastern:						
	1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	99		1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
	2d Mortgage	2,693,000	7	"	"	1877	95		2d Mortgage for \$300,000	145,000	7	"	"	1868	....
	Goshen Air Line Mortgage	637,03													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Providence, Warren and Bristol:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Office, N. Car.	1887	....	1st Mortgage.....	\$100,000	8	March & Sept.	Providence.	1872	....
New Loan for \$800,000.....	300,000	8	"	"	1887	....	2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
Ogdensburg and Lake Champlain:							Quincy and Toledo:						
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	101½	Raritan and Delaware Bay:						
Ohio and Mississippi:							1st Mortgage, S. F. (68 m.)....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	94	2d Mortgage.....	250,000	7	"	"	1888	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	....	Equipment Bonds, convertible..	208,000	7	"	"	1876	....
2d Mortgage, W. Div.....	750,000	7	"	"	1874	....	Tom's River Br. 1st Mort.....	74,800	7	"	"	18—	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	Reading and Columbia:						
Consolidated Mort. for \$6,000,000	7	Jan. & July.	"	"	1898	84½	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Old Colony and Newport:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
Company Bonds.....	1,458,000	6	April & Oct.	Boston.	'75-'76	94	Rensselaer and Saratoga:						
Company Bonds.....	32,000	5	March & Sept.	"	1884	86½	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	102½	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
Orange, Alexandria & Manassas:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'81	....
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	....	Richmond and Danville:						
2d Mort. " " " "	673,500	8	May & Nov.	Richmond.	1875	72	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
3d Mort. " " " "	83,200	8	March & Sept.	Alexandria.	1880	....	Bonds guaranteed by Virginia..	200,000	7	"	"	'75-'76	74½
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	74	4th Mortgage.....	423,000	7	Feb. & Aug.	"	1875	....
Oswego and Rome:							4th Mortgage.....	504,000	7	"	Richmond.	1873	....
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1816	....	Funded Interest.....	82,100	7	"	N. Y. & Rich.	'69-'76	....
Income.....	200,000	6	Feb. & Aug.	"	1891	....	Richmond and Port Wayne:						
Oswego and Syracuse:							1st Mortgage, guaranteed.....	7	"	"	New York.	18—	....
1st Mortgage.....	493,500	6	Jan. & July.	New York.	'70-'80	....	Rich., Frederickburg & Potomac:						
2d Mortgage.....	375,000	7	May & Nov.	"	1885	....	Company Bonds, sterling.....	57,333	6*	Jan. & July.	London.	1875	....
Pacific of Mo.:							Company Bonds, dollar.....	203,576	6	"	Richmond.	'69-'75	....
State Loan (20 and 30 years)...	7,000,000	6	Jan. & July.	New York.	'72-'89	....	Company Bonds, dollar.....	271,399	7	"	"	'75-'79	....
Mortgage, construction.....	1,500,000	7	"	"	'68-'70	93	Richmond and Petersburg:						
St. Louis Loan.....	700,000	6	"	St. Louis.	'71-'73	93	Company Bonds (coup. & reg.)...	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
1st (new) Mortgage for \$7,000,000	6*	Feb. & Aug.	New York.	1888	97½	....	Company Bonds (coupons).....	175,000	7	March & Sept.	Philadelphia.	1870	....
Panama:							Roanoke Valley (R. & Dan.):						
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	....	1st Mortgage.....	148,200	7	Jan. & July.	New York.	'69-'76	....
1st Mortgage, Sterling.....	346,000	7*	"	"	1875	....	Rockford, R. Island & St. Louis:						
2d Mortgage, Sterling.....	1,912,000	7*	Feb. & Aug.	"	1872	....	1st Mortgage, convertible, S.F. free	7*	Feb. & Aug.	N. Y. & Lond.	1919	96	
Peninsula (C. & N. W.):							Rome, Watertown & Ogdensb.:						
1st Mortgage.....	1,075,000	7	March & Sept.	New York.	1898	....	1st Mortgage, Sinking Fund....	554,500	7	June & Dec.	New York.	1891	100
Pennsylvania:							2d Mort. (Watertown & Rome).	37,000	7	March & Sept.	"	'68-'71	....
1st Mort. " " " " " "	4,972,000	6	Jan. & July.	Philadelphia.	1880	99½	Sinking Fund (Watert. & Rome)	731,600	7	"	"	1880	....
2d Mort. " " " " " "	2,594,000	6	April & Oct.	"	1875	94½	1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	....
2d Mort. " " " " " "	2,233,840	6	"	London.	1875	....	Rutland and Burlington:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....	1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.	1863	145½
State lien on whole property...	6,232,755	5	April & Oct.	Harrisburg.	1890	....	2d Mortgage.....	937,500	7	"	"	1863	60
Short Bonds and Debentures...	3,520,728	6	Various.	Philadelphia.	18—	....	3d Mortgage.....	440,000	7	"	"	1863	....
Pensacola and Georgia:							Sacramento Valley:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	2d Mortgage.....	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
2d Mortgage.....	255,000	8	"	"	18—	....	St. Joseph and Council Bluffs:						
Peoria and Bureau Valley:							1st Mortgage.....	1,400,000	10	March & Sept.	New York.	1892	....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	St. Louis, Alton and Terre Haute:						
Peoria, Pekin and Jacksonville:							1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	98½
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887	....	1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
Petersburg:							2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	84
Coupon Bonds.....	66,400	7	Jan. & July.	Petersburg.	'71-'72	....	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	80
Philadelphia and Baltimore Cent.:							2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	80
1st Mortgage.....	675,000	7	Jan. & July.	Philadelphia.	1876	....	St. Louis and Iron Mountain:						
Philadelphia and Erie:							1st Mortgage for \$4,000,000....	3,000,000	7	Feb. & Aug.	New York.	1892	84
1st Mortgage (Sunbury & Erie).	1,000,000	7	April & Oct.	Philadelphia.	1877	97½	St. Louis, Jacksonville & Chicago:						
1st Mortgage (General).....	5,000,000	6	"	"	1881	85½	1st Mortgage (\$15,000 per mile).	2,250,000	7	April & Oct.	New York.	1884	97½
2d Mortgage.....	4,000,000	7	"	"	1901	83	Equipment Bonds, free.....	10	Jan. & July.	"	18—	....
3d Mortgage for \$3,000,000.....	600,000	6	"	"	1885	....	St. Paul and Chicago:						
Philadelphia, Germant. & Norist.:							1st Mort. S.F. guar. for \$4,000,000	8	J. A. J. & O.	New York.	1900	....
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	St. Paul and Pacific 1st Division:						
Philadelphia and Reading:							1st Mortgage (10 miles).....	400,000	8	March & Sept.	New York.	1892	....
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870	96½	1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	....	2d Mortgage and Land Grant....	1,200,000	7	June & Dec.	"	1892	....
Bonds of 1836-43-44-45 and 49.	2,497,800	6	"	"	1880	90	General Mort., stg. for £780,000	7*	Jan. & July.	London.	18—	....
Bonds of 1857, convertible.....	171,500	6	"	"	1886	94½	General Mort., dol. for \$7,000,000	7	"	New York.	18—	....
Bonds of 1836, Sterling.....	182,400	5*	"	"	1880	....	Salem:						
Bonds of 1836, Sterling, conv.	238,000	7*	"	"	'72-'77	....	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	....
Bonds of 1868 for renewals.....	477,500	6	April & Oct.	"	1893	....	Salem and Lowell:						
Mort. bonds of '68, clear of taxes	2,255,000	7	"	Philadelphia.	1893	103½	1st Mortgage.....	226,900	6	"	Boston.	1876	98½
Philadelphia and Trenton:							Sandusky and Cincinnati:						
1st Mort. (Camden & Amboy)...	200,000	6	May & Nov.	Philadelphia.	1868	....	1st Mortgage.....	981,000	7	Feb. & Aug.	New York.	1900	73
Philadelphia, Wilmington & Balt.:							3d Mortgage.....	148,000	7	"	"	18—	....
Mortgage Loan, convertible.....	385,000	6	Jan. & July.	Philadelphia.	1884	....	Sandusky, Mansfield and Newark:						
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76	94	1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	....
Bonds of 1867.....	945,000	6	"	"	1887	....	Funded Coupons.....	818,200	7	"	"	1875	....
Pittsburg and Connellsville:							Schuykill Navigation:						
1st Mort. (Turtle Creek Div.)...	400,000	6	Feb. & Aug.	New York.	1889	....	1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.	1872	....
Baltimore Loan (bonds & stock)	1,000,000	6	"	Baltimore.	1886	....	3d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	....
Pittsburg, Ft. Wayne & Chicago:							Improvement Bonds.....	362,500	6	May & Nov.	"	1870	....
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	102½	Schuykill and Susquehanna:						
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....	1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	18—	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....	Seaboard and Roanoke:						
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....	1st Mortgage.....	210,000	7	"	New York.	1880	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....	3d Mortgage.....	71,000	7	"	"	1870	....
1st Mortgage (Series F).....													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Shore Line (N. H. & N. L.):							Western Alabama:						
1st Mortgage, reconstruction...	\$55,000	7	March & Sept.	New Haven.	1880	...	1st Mortgage, guar. for \$500,000.	1,000,000	7	April & Oct.	New York.	18—	...
South Carolina:							West Wisconsin:						
Sterling Bonds £452,912	2,612,944	5*	Jan. & July.	London.	'71-'85	...	1st Mort. Land Grant, stig. conv.	1,000,000	7	Jan. & July.	London.	1883	70
Sterling Bonds £59,031	262,366	5*	"	Charleston.	'71-'85	...	West Chester and Philadelphia:						
Domestic Bonds	617,167	6	various.	"	'68-'74	...	1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	...
Domestic Bonds	595,500	7	"	"	'68-'72	...	2d Mortgage, registered	562,000	8	April & Oct.	"	1878	...
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	...	West Jersey:						
South Shore:							Loan of 1861 for \$1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94	Loan of 1865 for \$1,000,000	780,000	6	Jan. & July.	"	1896	...
South Side, Va.:							Western (Boston and Albany):						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	...	Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68-'71	...
2d Mort., guar. by Petersburg	300,000	6	"	Petersburg.	'70-'75	...	Dollar Bonds	936,500	6	"	Boston.	1876	96
3d Mort. (for City Point R. R.)	175,000	6	"	"	'65-'68	...	Western Maryland:						
4th Mortgage	314,900	6	"	"	'70-'72	...	1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	70
5th Mortgage	119,000	8	"	"	'63-'69	...	1st Mortgage, endorsed by Balt.	200,000	6	"	"	1890	90
South Side, L. I.:							2d Mort. for \$300,000, end. by B.	300,000	6	"	"	1890	86
1st Mortgage	750,000	7	March & Sept.	New York.	1887	...	2d M. for \$300,000, end. by W. Co.	300,000	6	"	"	1890	...
South Western:							Western Pennsylvania:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	...	1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	80
South West Pacific:							Western Union						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	...	1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	...
Southern Minnesota:							Wills Valley:						
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885	...	1st M. for \$1,000,000 end. by Ala.	...	7	— & —	...	18—	...
Springfield and Columbus:							Wilm., Charlotte & Rutherford:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	...	N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	...
Staten Island:							1st Mortgage guar. by State	...	8	"	"	1897	76
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	...	Wilmington and Manchester:						
Steuernville and Indiana:							1st Mortgage	596,000	7	June & Dec.	New York.	1896	...
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75	2d Mortgage	200,000	7	May & Nov.	"	1873	...
Sullivan:							Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	...
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	...	Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	...
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	...	Consol. Mortgage for \$2,000,000.	...	7	May & Nov.	New York.	'92-'02	...
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	...	1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	...
Tallahassee:							2d Mortgage, Sterling	197,777	7*	"	"	1886	...
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	...	Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Toga:							Winchester and Alabama:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95	Tenn. State Loan	1,098,250	6	Jan. & July.	New York.	'88-'96	...
Toledo, Logansport & Burlington:							Winchester and Potomac:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	...	Stg. State Loan	85,333	6	August.	Richmond.	...	...
Toledo, Peoria and Warsaw:							Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	...
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86	Winona and St. Peter:						
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	"	1896	82	1st Mortgage (C. & N. W.)	...	7	Jan. & July.	New York.	18—	...
Toledo, Wabash and Western:							Wrightsville, York & Gettysburg:						
1st Mort. (To. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91	1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	...
1st M. (L. Erie, W. & St. L. 167 m.)	2,600,000	7	"	"	1890	...	York and Cumberland (N. Cent.):						
2d Mort. (To. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	86	1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	...
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	...	2d Mortgage	25,000	6	Jan. & July.	"	1871	...
Equipm't Bonds (T. & W. 75 m.)	600,000	7	"	"	1883	79	3d Mortgage	500,000	6	"	"	1877	...
S. P. B. (To. W. & W. 499 m.)	269,000	7	April & Oct.	"	1871	...	CANAL BONDS.						
Consol. M. (T. W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	"	1907	83	Chesapeake and Delaware:						
Troy and Boston:							1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	...	Chesapeake and Ohio:						
2d Mortgage	300,000	7	April & Oct.	"	1885	...	State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	...
3d Mortgage	650,000	7	May & Nov.	"	1875	...	Sterling, guaranteed	4,375,000	5*	"	London.	1890	...
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	...	Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	...
Troy Union:							Delaware Division:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	...	1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	...
2d Mortgage, guaranteed	180,000	6	"	"	1877	...	Delaware and Hudson:						
Union and Logansport:							1st Mortgage	531,000	7	March & Sept.	New York.	1870	...
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	...	1st Mortgage (new)	1,500,000	7	May & Nov.	"	1877	...
Union Pacific:							Delaware and Raritan (See Camden and Amboy R. R.)						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897-8	89	Erie of Pennsylvania:						
2d Mortgage (Gov. subsidy)	25,998,000	6	"	"	1897-8	...	1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	...
Union Pacific—Central Branch:							Interest Bonds	161,900	7	"	"	18—	...
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	...	Illinois and Michigan:						
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	1895	...	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	...
Union Pacific—Eastern Division:							Ill. State bonds, sterling, reg.	500,967	6*	"	"	1870	...
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	...	Ill. State bonds, stig. coup. & reg.	32,700	6*	"	New York.	1870	...
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	"	1895	...	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	...
Vermont Central:							Lehigh Coal and Navigation:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1896	77	1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	...
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37	2d Loan	5,606,122	6	"	"	1884	83
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	1876	101	3d Loan	2,000,000	6	"	"	1897	...
Vermont and Massachusetts:							Gold Loan	5,000,000	6*	June & Dec.	"	1897	94
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91	Convertible Loan	1,201,550	6	"	"	1877	76
Vermont Valley:							Monongahela Navigation:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	...	1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	...
2d Mortgage	114,000	6	"	Boston.	1860	...	2d Mortgage	57,000	6	"	"	18—	...
3d Mortgage	293,200	7	"	New York.	1859	...	Morris and Banking:						
Vicksburg and Meridian:							1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	...	2d Mortgage	302,750	6	"	"	1876	...
" " 2d class	850,000	7	or	"	1890	...	Boat Loan	232,087	6	"	"	1885	77
" " 3d class	154,000	7	April & Oct.	"	1890	...	North Branch:						
" " 4th class	1,263,000	7	"	"	1890	...	1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	...
Funded Coupons	420,000	7	"	"	...	...	Schuylkill Navigation:						
Special Loan	200,000	8	"	"	...	...	1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
Virginia Central:							2d Mortgage	3,980,670	6	Jan. & July.	"	1882	66
State Loan	210,000	6	Jan. & July.	New York.	1891	...	Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
1st Mortgage (guar. by State)	100,000	6	"	N. Y. & Rich.	1880	...	Susquehanna and Tide Water:						
2d Mortgage	206,500	6	"	"	1872	...	Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	...
3d Mortgage	983,000	6	"	"	1884	...	Coupon Bonds	1,250,000	6	"	Baltimore.	1878	56
Income and other unsecured bds	116,125	8	"	Richmond.	'70-'78	...	Preferred Interest Bonds	325,000	6	"	"	1894	...
Virginia and Tennessee:							Union (Pa.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	...	1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
2d Mortgage	23,500	6	"	"	1879	64	West Branch and Susquehanna:						
3d Mortgage (Enlarged)	990,000	6	"	"	1884	66	1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	...
Income Bonds	138,500	6	"	"	1866	...	Wyoming Valley:						
Funding Bonds (\$1,000,000)	726,000	8	"	"	18—	72	1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	90
Warren:							MISCELLANEOUS BONDS.						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	...	American Dock & Improvement:						
Warren and Franklin:							Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	91
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	85	Western Union Telegraph:						
Warwick Valley:							1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
1st Mortgage	85,000	7	April & Oct.	New York.	1880	...	Bonds of American Tel. Co.	89,500	7*	Jan. & July.	"	1873	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

an asterisk () occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "A. Assets" (—) across the column signifies "nil," and revolving debt (---) signifies "not ascertained."*

[illegible]

[illegible]

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the car thereof is included in that headed "Railroad." A dash (—) across the column signifies "all," and missing dots (....) signify "not ascertained."

Years ending.	Railroad.		Rolling Stock.		Companies.	Property and Assets.			Liabilities.			Operations.			Earnings.		Value of Shares.										
	Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.		Engines.	Cars.		Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.		Surplus Income.	Railroad Operated.	Trains Moved.	Carried one mile.		Gross.	Net.	Dividends.	Par.	p-c
							Pass.	B. M. E.													Passengers.	Tons.						Number.
Dec. 31, 1897	91.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	106.1	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90	100	90	100	90	100	90
Dec. 31, 1897	88.0	102.9	200.0	22	20	15	242	3,892,337	255,350	229,822	3,205,900	437,000	145,777	271,168	91.0	68.0	118,970	6,751	100	100	90						

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [—] "not ascertained."

Fiscal year ending.	Length of route in single track.	Equipment in progress or projected.	Equipment.			Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Cars.						Bonded Debt.	Floating Debt.	Gross.	Net.			
			Horses.	2-horse.	1-horse.										
MASSACHUSETTS.															
30 Nov. '67	3.53				Boston and Chelsea	110,000	119,000			\$ 8,800	\$ 7,396	6.8			39 1/2
30 Nov. '67	6.84		265	38	Broadway, Boston	402,468	325,000		64,336	187,427	29,460	9.5			97 1/2
30 Nov. '67	28.31				Cambridge	877,594	727,800	150,000	94						
30 Nov. '67	3.99		48	8	Lowell (Horse)	66,908	55,830		1,686	27,268	5,588				10 1/2
30 Nov. '67	12.50		198	32	Lynn and Boston	229,428	200,000	50,000	48,934	164,987	loss.				25 1/2
30 Nov. '67	3.00				Malden and Melrose	60,246	200,000	55,758		24,138	loss.				
30 Nov. '67					Marginal Freight	91,543	94,200								
30 Nov. '67	3.08				Medford and Charlestown	36,600	21,000	8,000		23,442	2,240				50 1/2
30 Nov. '67	42.99		791	166	Metropolitan (Boston)	1,523,225	1,250,000		183,198	738,709	129,635	10			68 1/2
30 Nov. '67	7.21		254	42	Middlesex (Boston)	499,635	400,000	41,539	79,694	188,085	10,087				60 1/2
30 Nov. '67	3.25		23	7	Northampton & Willamsb.	300,000	300,000		2,318	14,273	1,125				
30 Nov. '67	2.13		6	2	North Woburn street	27,242	17,300		13,500	368	loss.				
30 Nov. '67	4.45		55	9	Quincy	138,840	71,600	66,424	57,692	28,228	loss.				
30 Nov. '67	7.1		50	17	Salem and South Danvers	195,317	150,000	32,406	6,288	36,637	loss.				
30 Nov. '67	3.74				Somerville	75,000	75,000			4,500	4,500	6			8 1/2
30 Nov. '67	2.61		12	3	Stoneham street (Boston)	37,300	33,000			8,589	89				
30 Nov. '67	6.84				Suburban	95,000	5,000	(Inc. in Mal. & Melrose.)							
30 Nov. '67			440	68	Union (Transportation)	303,370	200,000	24,000	117,842	368,551	13,015	6			8 1/2
30 Nov. '67	2.76				Winnismet	62,152	58,300		238	4,300	3,867	4			
30 Nov. '67	4.00		44	9	Worcester	89,573	75,800	72,000	26,000						
CONNECTICUT.															
31 Jan. '64	3.0	3.0	45	7	Fairhaven and Westville	103,000	100,000					8			
31 Dec. '62	8.5		11	3	Hartford and Wethersfield	300,000	300,000								
NEW YORK.															
30 Sep. '67	7.37		87	6	Albany	139,414	98,000	40,000		71,961	15,873		100		
30 Sep. '67	2.00			53	Bleeker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	299,418	56,543		100		
30 Sep. '67	10.70			37	Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,736	28,744	8	100		
30 Sep. '67	15.0		103	17	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1,500,000		687,433	263,214	34	100		
30 Sep. '67	8.00			17	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994		100		
30 Sep. '67	70.00		207		Brooklyn City	1,800,813	1,600,000	300,000		1,131,199	195,907	12	100		
30 Sep. '67	11.30			49	Brooklyn City & Newtown	553,340	400,000	200,000	29,587	129,267	14,852		100		
30 Sep. '67	1.12		14		Brooklyn City & Rock. B'ch	125,586	107,700	45,000		15,085	6,352		100		
30 Sep. '67	21.0		57	22	Brooklyn Central & Jamaica	998,783	498,100	498,100	47,303	192,290	9,470		100		
30 Sep. '67	8.15				Buffalo Street	184,367	50,000	50,000	109,500	76,683	24,455		100		
30 Sep. '67	1.76				Central City (Syracuse)	29,130	21,130	6,000	1,400	17,556	4,786	84	100		
30 Sep. '67	24.00		121	14	Cent'l Pk. N. & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,327	531,915	16,285		100		
30 Sep. '67	14.82				Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	228		100		
30 Sep. '67	2.29		201		D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100		
30 Sep. '67	18.00		162		High Avenue	1,420,972	1,000,000	203,000		792,574	139,095	12	100		
30 Sep. '67	10.24		4		42d st. & Grand st. Ferry	1,041,204	748,000	260,000		300,969	94,714	5	100		
30 Sep. '67	5.50				Grand st. & Newtown (W'g)	172,000	170,000	38,000	5,000	74,420	18,793	94	100		
30 Sep. '67	3.00				Genesee & Water st. (Syr.)	42,194	42,500			8,766	419		100		
30 Sep. '67	8.26				Greenpoint & Williamsb'g	144,000	44,390	100,000	3,900				100		
30 Sep. '67	10.00		21	3	Harlem Br. Morris & Ford'm	227,400	95,900	124,000	7,500	63,603	4,578		100		
30 Sep. '67	3.56				Kingsland and Rondout	78,510	75,000			27,600	1,620		100		
30 Sep. '67	7.00		17		Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000		100		
30 Sep. '67	12.20		38		Ninth Avenue	468,295	797,320	167,000		92,671	16,881		100		
30 Sep. '67	6.70				Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,970	3,345		100		
30 Sep. '67	10.00		41		Rochester City & Brighton	286,061	133,400	100,000	13,000	43,259	1,601		100		
30 Sep. '67	16.00				Second Avenue (N. Y.)	1,416,512	800,000	100,000	137,690	458,945	9,470		100		
30 Sep. '67	8.37		81		Sixth Avenue (N. Y.)	1,571,214	750,000	186,000		563,166	73,564	10	100		
30 Sep. '67	5.33				Skaneateles	88,378	67,780	20,000					100		
30 Sep. '67	2.07				Syracuse and Geddes	25,033	25,000	25,000		13,075	5,046	20	100		
30 Sep. '67	4.37				Syracuse and Onondago	31,000	31,000			6,598	1,176	5	100		
30 Sep. '67	18.00		180		Third Avenue (N. Y.)	2,453,404	1,170,000	1,300,000	50,000	1,184,945	222,222	12	100		
30 Sep. '67	3.33				Troy and Albia	71,952	44,150	19,000	11,233	12,446	2,140		100		
30 Sep. '67	15.50				Utica and Waterville	301,268	121,172	196,500	1,200	75,179	14,707		100		
30 Sep. '67	2.25		4		V. Brunt st & Erie Bas. (B'kn)	87,000	75,000	12,000	1,534	17,395	2,267		100		
30 Sep. '67	15.52				Westervliet (Albany)	294,338	240,000	134,000	2,700	104,223	14,721	9	100		
NEW JERSEY.															
31 Dec. '62	5.32		7		Hoboken and Hudson City	32,000	30,000		2,000						
31 Dec. '62	5.05	2.50	8		Hoboken and Weehawken	134,400	70,000	60,000		17,223	9,986	3			
31 Dec. '62	10.47				Jersey City & Bergen Point	618,296	287,550	300,000	30,750	124,679	30,506				
31 Dec. '62	6.80		160	22	Orange and Newark	100,000	40,000	60,000							
31 Dec. '62			8		West Hoboken & Hoboken	100,000	60,000								
PENNSYLVANIA.															
31 Oct. '67	9.23		137	26	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50		
31 Oct. '67	1.63		10	2	Easton & South Easton	92,422	24,500	500		4,971	428	2	25		
31 Oct. '67	70.50				Frankfort and Philadelphia	138,267	69,636	50,000	11,664	15,786	loss.				
31 Oct. '67	16.37		272	40	Frankfort & Southw'k (Ph.)	766,491	491,680	200,000		295,142	56,995	6	50		
31 Oct. '67	34.25		367	59	Germantown	542,270	112,245	350,500	20,000	284,574	63,582	26 1/2	50		
31 Oct. '67	5.40		120	26	Girard College (Phila.)	170,864	170,000			112,204	16,978	12 1/2	50		
31 Oct. '67	4.84		197	38	Green & Coates st. (Phila.)	234,463	150,000	100,000		170,439	9,604	10	50		
31 Oct. '67	2.00		18	5	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.		25		
31 Oct. '67	5.20		103	18	Lombard & South st. (Phila.)	162,957	90,000	60,200	7,900	66,529	13,046		25		
31 Oct. '67	7.25		82	13	Oakland (Pittsburg & E. L.)	69,504	59,504	67,718		49,980	loss.		60		
31 Oct. '67	3.00		9	3	Peoples, Luzerne County	34,800	24,800			4,600	2,382		100		
31 Oct. '67	7.68		277	45	Philadelphia City (C. & W.)	436,931	225,000	150,000	61,911	226,044	53,011	10	50		
31 Oct. '67	5.61		50	10	Philadelphia and Darby	250,419	169,000	89,000		38,371	9,452	12 1/2	20		
31 Oct. '67	8.50		125	19	Philadelphia & Gray's Ferry	285,533	215,307			9,888	26,343	3	50		
31 Oct. '67	8.75		163	28	Pittsb. Allegheny & Manch'r	146,495	110,000	35,600	24,916	138,501	22,495	10	50		
31 Oct. '67	2.90		11	12	Pittsburg and Birmingham	82,906	76,000	10,000	10,000	74,852	21,550	11 1/2	50		
31 Oct. '67	8.00		53	12	Ridge Avenue & Manyunk.	179,635	120,500	63,000		40,799	6,726	2	50		
31 Oct. '67	3.96				Schuylkill River (Phila.)	47,468	50,000						50		
31 Oct. '67	19.50		489	72	Second & Third st. (Phila.)	487,930	339,007	114,200	68,088	408,156	105,448	16 1/2	50		
31 Oct. '67	5.62		100	13	17th & 15th st. (Phila.)	114,368	130,000			69,627	11,384	4	50		
31 Oct. '67	7.00		104	32	10th & 11th st. (Citizens')	176,494	192,750			131,728	32,160	31 1/2	50		
31 Oct. '67	8.25		145	28	13th & 15th st. (Phila.)	uncertain				308,348	84,648		50		
31 Oct. '67	25.00		529	70	Union (Philadelphia)	764,927	400,000	300,000		366,348	42,591	7 1/2	50		
31 Oct. '67	6.00		341	56	West Philadelphia	479,706	75,000	100,000		281,058	50,692	10	50		
31 Oct. '67	4.13		18	4	Wilkesbarre and Kingston	70,285	49,800		8,500	12,119	7,423		50		
31 Oct. '67	1.02		10	4	Williamsport	20,367	15,600	5,000	1,127	5,665	1,319		25		
MARYLAND.															
31 Dec. '62	21.00		340	50	Baltimore City	700,000	670,000		31,549	239,059	21,958				

PASSENGER RAILROAD BONDS.

DESCRIPTION.	Amount out- standing.	INTEREST		Principal payable.	Market value.
		Rate.	Pay- able.		
Broadway (Brooklyn):	\$	pc	Months.	Year.	pc
Real Estate Mortgage	27,500	7	J. & J.	Var.	---
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1894	---
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	---
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	---	---
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	---
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	---
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	---
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	---
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	---
Citizens' Pittsburg:					
1st Mortgage	56,300	7	J. & J.	1870	---
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	---
Delaware County:					
1st Mortgage	6,500	7	---	---	---
Dorchester:					
Real Estate Mortgage	5,000	6	---	---	---
D. Dock, E, B'dw. & Battery:					
1st Mortgage	650,000	7	J. & J.	---	---
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	---	---
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	---
Real Estate	124,500	7	J. & J.	---	---
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankford and Philadelphia:					
1st Mortgage	50,000	7	---	---	---
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	---
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morris & Ford's					
1st Mortgage	124,000	7	J. & J.	---	---
Hestonville Mantua & Fair- mount:					
1st Mortgage	183,600	7	J. & J.	1869	---
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	---
Lynn and Boston:					
1st Mortgage [road]:	50,000	6	J. & J.	71-72	91½
Malden and Melrose:					
1st Mortgage guaranteed	75,000	6	A. & O.	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	---	---	---
Middlesex:					
1st Mortgage	38,000	---	---	---	---
Malden & Melrose bonds	46,971	---	---	---	---
Real Estate	6,000	---	---	---	---
Ninth Avenue:					
1st Mortgage	112,000	7	---	---	---
North Philadelphia:					
1st Mortgage	100,000	7	---	1869	---
Orange and Newark:					
1st Mortgage Broad street.	100,000	7	J. & J.	1881	---
" " O. & Newark	100,000	7	J. & J.	1880	---
2d Mortgage " "	100,000	7	J. & J.	1883	---
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	83½
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	88
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	---
Pittsb. Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	---
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	---
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	---
Quincy:					
Plain bonds	68,400	---	M. & S.	1868	---
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	---
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	---	---
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	---
Sec'd and Third Street:					
1st Mortgage	160,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	101
Third Avenue:					
1st Mortgage	100,000	7	J. & J.	1870	---
Real Estate bonds	480,000	---	---	---	---
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	---
Union and Waterville:					
1st Mortgage	100,000	7	---	---	---
Van Brunt St. & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	---	---
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1877	---
West Philadelphia:					
1st Mortgage	180,000	7	J. & J.	1869	---

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	.....	.....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	.....
Baltimore and Ohio, pref.	3,000,000	6	6	.....
Berkshire* guaranteed	600,000	7	7	.....
Blossburg and Corning* guar.	250,000	5	5	.....
Boston, Concord and Montreal, pref.	1,340,000	6	6	.....
Buffalo, N. York and Erie* guar.	950,000	7	7	.....
Camden and Atlantic, pref.	600,000	7	7	.....
Catawissa* pref. and guar.	2,200,000	7	7	.....
Cayuga and Susquehanna* guar.	589,110	9	9	.....
Cedar Rapids & Missouri* preferred and guaranteed	755,000	7	34	.....
Central Ohio, preferred	400,000	7	7	.....
Chemung* guar.	380,000	8	6	.....
Chester, preferred	2,017,815	7	3	72
Chicago and Alton, pref.	2,425,400	7	10	161
Chicago, Iowa and Nebraska* guar.	2,600,000	10	.....	.....
Chicago and Northwestern, pref.	16,356,287	7	10	98
Cleveland and Mahoning* guar.	2,056,000	7	7	.....
Cleveland and Toledo* guar.	6,250,000	3	.....	.....
Cochecho, preferred	177,750	8	.....	.....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87
Cumberland Valley, 1st pref.	241,900	8	8	114
" 2d pref.	242,000	8	8	.....
Delaware* guaranteed	694,261	6	.....	.....
Detroit & Milwaukee* preferred and guaranteed	1,500,000	6	.....	.....
Dubuque and Sioux City* preferred and guaranteed	1,988,170	7	7	101
Dubuque Southwestern, pref.	330,308	7	7	.....
Eastern (N. H.)* guaranteed	492,500	8	8	.....
Elmira, Jefferson and Canandaigua* guaranteed	500,000	5	5	.....
Elmira and Williamsport* guar.	500,000	5	5	.....
Elmira and Williamsport* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	.....
Hannibal and St. Joseph, pref.	5,253,836	112	.....	.....
Harrisburg and Lancaster* guar.	1,182,550	7	7	.....
Housatonic, preferred	1,180,000	8	4	64
Huntingdon & Broad Top Mountain, preferred	190,750	7	34	.....
Joliet and Chicago* guar.	1,500,000	7	7	.....
Joliet and Northern Indiana* guar.	300,000	8	8	.....
Lackawanna and Bloomsburg, pref.	500,000	7	7	.....
Leeds and Farmington* guar.	.....	5	.....	.....
Little Schuylkill* guar.	2,646,100	7	7	.....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	.....
Marietta and Cincinnati, 1st pref.	6,586,135	6	21	.....
" 2d pref.	4,051,744	6	.....	.....
Manchester and Lawrence*	1,000,000	9	8	.....
Michigan Southern, guaranteed	586,800	10	10	.....
Mill Creek and Mine Hill* guar.	323,375	10	10	.....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	105	.....
" 2d pref.	1,014,000	7	7	86
Milwaukee and St. Paul, preferred	8,050,892	7	7	.....
Mine Hill and Schuylkill Haven* guaranteed	3,775,000	8	8	.....
Mount Carbon & Pt. Carbon, guar.	282,250	12	12	.....
New Haven and Northampton*	1,444,000	2	.....	.....
New York and Harlem, pref.	1,500,000	8	8	120
Niagara Br. and Canandaigua* guar.	1,000,000	6	6	.....
Northern Eastern (S. O.) preferred	155,000	8	8	.....
Ogdensburg and L. Champlain, pref.	1,037,000	8	102	.....
Ohio and Mississippi, pref.	3,500,000	7	76	.....
Paterson and Hudson* guar.	630,000	8	8	.....
Paterson and Ramapo* guar.	243,000	5	5	.....
Peoria and Bureau Valley* guar.	1,200,000	6	6	.....
Philadelphia and Erie*	5,996,700	10	10	.....
Philadelphia and Reading, pref.	1,551,800	10	10	.....
Philadelphia and Trenton* guar.	1,099,120	10	10	.....
Pittsfield and North Adams* guar.	450,000	6	6	.....
Portl. & Kennebec (Yarmouth) guar.	292,400	6	6	.....
Portland, Sag. & Portsmouth* guar.	1,500,000	6	6	.....
Portsmouth and Concord*	350,000	7	7	.....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	.....
Rochester and Genesee Valley*	557,500	7	7	.....
Rutland, preferred	.....	7	7	.....
St. Louis, Alton and T. H., pref.	2,040,000	7	67	.....
Sandusky and Cincinnati, pref.	445,596	6	34	.....
Schuylkill Valley* guar.	676,050	5	5	.....
Shamokin Valley & Pottsville* guar.	899,450	5	5	.....
Sol. Feoria & Warsaw (W. D.) pref.	1,300,000	7	7	.....
" (E. D.) pref.	1,700,000	7	7	.....
Toledo, Wabash and Western, pref.	1,000,000	7	82	.....
Troy and Greenbush* guar.	274,000	7	7	.....
Vermont and Canada* guar.	2,500,000	8	8	.....
Warren* guar.	1,408,300	7	7	.....
White Mountains* guar.	200,000	5	5	.....
Wrightsv. York & Gettysburg, pref.	317,050	2	.....	.....
CANAL STOCKS:				
Delaware Division* guar.	1,633,350	8	8	.....
Morris, preferred	1,175,000	10	10	66
Schuylkill Navigation, pref.	2,888,997	6	37	.....
Union, preferred	.....	6	.....	.....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	.....	8	30	.....
Mariposa Mining, pref.	1,774,400	7	41	.....

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	41	@ 45
Pig, American, No. 1 (good to best).....	.....	40	@ 42
Pig, American, No. 2.....	.....	38	@ 40
Pig, American, Forge.....	.....	37	@ 38
Bar, Refined, English and American.....	.....	86	@ 90
Bar, Swedes, assorted sizes.....	(gold)	82 50	@ 87 50

Bar, Swedes, ordinary sizes.....	.....	140	@ 140
Bar, English and American, Refined.....	.....	92	@ 92 50
Bar, English and American, Common.....	.....	87	@ 87 50
Scroll.....	.....	120	@ 150
Ovals and Half-round.....	.....	117 50	@ 142 50
Band.....	.....	117 50	@ 117 50
Horse Shoe.....	.....	117 50	@ 117 50
Rods, ½ to 1½ inch.....	.....	97 50	@ 165
Hoop.....	.....	125	@ 180
Nail Rod.....	.....	84	@ 94
Sheet, Russia, assorted No.'s.....	(gold)	11	@ 13
Sheet, Single D. and T. Common.....	.....	51	@ 64
Rails, English.....	(gold)	55	@ 55
Rails, American.....	.....	76	@ 76
Anvils, Eagle.....	.....	91	@ 91

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices).	.....	18	@ 22
English, Cast. (2d and 1st quality).....	.....	9	@ 11
English Spring (2d and 1st quality).....	.....	11	@ 19
English Blister (2d and 1st quality).....	.....	12	@ 15
English German (2d and 1st quality).....	.....	14	@ 16
American Blister "Black Diamond".....	.....	19	@ 19
American, Cast, Tool, do.....	.....	19	@ 19
American, Spring, do.....	.....	10	@ 13
American Machinery do.....	.....	10	@ 13
American German do.....	.....	10	@ 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14½ to 34 oz. per square foot, 3 cents per lb.	.....	33	@ 33
Sheathing, New.....	.....	35	@ 35
Bolts.....	.....	40	@ 40
Braziers.....	.....	22	@ 23
Nails.....	.....	27	@ 27
Sheathing, &c., Old.....	.....	23	@ 23
Sheathing, Yellow Metal.....	.....	23	@ 23
Bolts, Yellow Metal.....	.....	23	@ 23
American Ingot.....	.....	23	@ 23

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.	.....	35	@ 35
Banca.....	(gold)	33	@ 33
Straits.....	(gold)	33	@ 33
English.....	(gold)	31	@ 31
Plates—Fair to good brands.....	(gold)	31	@ 31
I. C. Charcoal.....	per box	8 75	@ 11 75
I. C. Coke.....	7	50	@ 10 50
Coke Terne.....	6 12½	6 25	@ 8 75
Charcoal Terne.....	8	60	@ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.	.....	174	@ 174
Crude, 40 @ 47 gravity (in bulk), per gall.....	.....	23	@ 23
Crude, 40 @ 47 gravity (in shipping order).....	.....	23	@ 23
Refined, in bond, prime L. S. to W. (110 @ 115 test).....	.....	31	@ 31
Refined, Standard White (in ship's order).....	.....	32	@ 33
Refined, prime White (in shipping order).....	.....	32	@ 34
Refined, S. W. (in merchantable order).....	.....	32	@ 34
Naphtha, Refined, (60 @ 63 gravity).....	.....	9	@ 9
Residuum.....	per bbl.	6 25	@ 6 25

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.	.....	7 75	@ 6 50
American Window—1st, 2d, 3d & 4th qualities. New List.	.....	8 25	@ 6 50
6 by 8 to 7 by 9.....	per 50 feet	9 75	@ 7 50
8 by 10 to 10 by 15.....	.....	10 50	@ 7 50
11 by 14 to 12 by 18.....	.....	12 25	@ 8
14 by 16 to 16 by 24.....	.....	15	@ 9
18 by 22 to 18 by 30.....	.....	16 50	@ 10
20 by 30 to 24 by 30.....	.....	17 50	@ 12 50
24 by 31 to 24 by 36.....	.....	20	@ 13 50
25 by 36 to 30 by 44.....	.....	22	@ 14 50
30 by 46 to 32 by 48.....	.....	25	@ 16
32 by 50 to 32 by 56.....	.....	25	@ 16

(The above subject to a discount of 45@50 per cent.)	.....	25	@ 16
French Window—1st, 2d, 3d and 4th qualities.	.....	25	@ 16
(Single Thick.) (New List, March 11th.)	.....	25	@ 16
6 by 8 to 7 by 10.....	per 50 feet	8 50	@ 6 25
8 by 11 to 10 by 15.....	.....	9	@ 6 75
11 by 14 to 12 by 18.....	.....	10	@ 7 50
13 by 18 to 16 by 24.....	.....	11	@ 8
18 by 22 to 18 by 30.....	.....	13 50	@ 9
20 by 30 to 24 by 30.....	.....	16 50	@ 10
24 by 31 to 24 by 36.....	.....	18	@ 12
25 by 36 to 26 by 40.....	(3 qlts.)	20	@ 16
28 by 40 to 30 by 48.....	(3 qlts.)	22	@ 18
30 by 46 to 32 by 56.....	(3 qlts.)	24	@ 20
32 by 50 to 32 by 56.....	(3 qlts.)	27	@ 23

(Subject to a discount of 40@50 per cent.)	.....	27	@ 23
English sals at 35 per cent. of the above rates.	.....	27	@ 23

New York Stock Exchange.

Actual Sale Prices for the week ending April 28.

Th. 22. F. 23. Sat. 24. M. 26. Tu. 27. W. 28

Th. 22. F. 23. Sat. 24. M. 26. Tu. 27. W. 28.				
Boston, Hartford & Erie.....	62	62	62	62
Canton Co.....	111	111	111	111
Central of N. Jersey.....	111	111	112	112
Chicago & Alton.....	155	157	161	161
" pref.....	102	102	101	101
" 1 M.....	91	91	91	91
" S. F.....	91	91	91	91
" Inc. bds.....	91	91	91	91
Chicago, Burl. & Q.....	8s, 1883	174	175	175
Chi. & Gt. Eastern 1st m.....	84	84	84	84
Chic. & Northwestern.....	84	84	84	86
" pref.....	96	97	97	98
" 1st M.....	91	91	91	98
" Interest.....	97	97	97	97
" S. F.....	97	97	97	97
" Consol.....	97	97	97	97
Chic. Rock Isl. & Pac.....	137	137	137	137
Chicago & R. I. 7s, 1870.....	90	90	90	90
Chi. R. I. & Pa. 7s, 1896.....	95	95	95	95
Clev., Col. C. & Ind.....	78	75	72	70
Clev. and Pittsburg.....	93	75	74	69
" 2 M.....	93	93	93	93
" 3 M.....	93	93	93	93
" 4 M.....	93	93	93	93
" Con.....	93	93	93	93
Clev. and Toledo.....	93	93	93	93
" S. F. 7s.....	93	93	93	93
Col., Chi., & Ind. C.....	47	46	48	48
" 1 M.....	84	84	85	85
Cumberland Coal pref.....	123	130	130	130
Del. & Hudson Canal.....	123	115	115	115
Del. Lack. & Western.....	115	115	115	115
" 1 M.....	93	93	93	93
" 2 M.....	93	93	93	93
Erie Railway.....	93	93	93	93
" pref.....	93	93	93	93
" 1 M. 7s, 1867.....	94	94	94	94
" 2 M. 7s, 1879.....	94	94	94	94
" 3 M. 7s, 1883.....	89	88	88	88
" 4 M. 7s, 1880.....	81	81	81	81
" 5 M. 7s, 1888.....	81	81	81	81
Great Western 2d mort.....	81	81	81	81
Hannibal & St. Joseph.....	112	112	112	112
" pref.....	145	148	149	154
Hudson River.....	145	148	149	154
" 1 M. 7s, 1869.....	103	103	103	102
" 2 M. S. F.....	103	103	103	102
" 3 M. 7s, 1875.....	144	144	144	144
Illinois Central.....	144	144	144	144
" bonds.....	98	99	98	100
Lake Shore (C. P. & A.) 98.....	98	99	98	100
" Div. bonds.....	98	99	98	100
Marietta & Cin. 1st pref.....	20	21	21	21
" 2d pref.....	20	21	21	21
Michigan Central.....	127	127	127	127
" S. F. 8s, 1882.....	119	119	119	119
" conv. 8s, '69.....	98	99	99	101
M. S. and N. I.....	98	99	99	101
" 1 M. S. F.....	98	99	99	101
" 2 M.....	98	99	99	101
Mariposa Mining Co.....	23	43	43	43
" pref.....	23	43	43	43
" Tr. 10s cfs.....	72	72	72	72
Milw. and St. Paul.....	77	77	77	77
" pref.....	85	85	85	86
" 1st mort.....	91	91	91	91
" 2d mort.....	91	91	91	91
" 8s.....	102	103	103	103
" 7-8-10a con.....	92	92	92	92
Missouri 6s.....	88	87	88	89
" H. & St. J. Iss.....	87	87	87	88
Morris and Essex.....	87	87	87	89
" 1st mort.....	87	87	87	89
" 2d mort.....	87	87	87	89
N. Jersey R.R. & T. Co.....	91	92	92	92
New York Central.....	168	168	172	174
" 7s, S. F. 1875.....	168	168	172	174
" 7s, conv. '76.....	168	168	172	174
" 6s, S. F. 1883.....	168	168	172	174
" 6s, S. F. 1887.....	141	144	146	147
N. York and Harlem.....	141	144	146	147
" pref.....	141	144	146	147
N. M. 7s, 1875.....	61	61	62	62
N. Carolina 6s.....	61	61	62	62
" new.....	54	54	56	56
Ohio and Miss.....	54	54	56	56
" pref.....	33	33	33	33
" 1st M.....	75	76	76	76
Pacific Mail S. S. Co.....	93	93	94	95
Panama.....	93	93	94	95
Phila. and Reading.....	328	328	325	325
Pitts., Ft. W. & Chicago.....	132	133	137	138
" 1 M.....	133	133	137	138
" 2 M.....	97	102	102	102
" 3 M.....	97	102	102	102
" Equip. 8s.....	97	102	102	102
Quicksilver Mining Co.....	22	22	21	21
St. L., Alton & T. H.....	40	39	39	39
" pref.....	40	39	39	39
" 1 M.....	40	39	39	39
" 2 M. pref.....	40	39	39	39
" Income bds.....	40	39	39	39
Tennessee 6s.....	69	69	69	69
" new.....	68	68	68	68
Tol., Wab. & Western.....	72	72	73	72
" pref.....	72	72	73	72
" 1 M. ex.....	72	72	73	72
" 2 M.....	72	72	73	72
" Equipment.....	72	72	73	72
Virginia 6s, ex-coupon.....	59	58	58	59
" new.....	62	62	62	62

Boston Stock Exchange.

Actual Sale Prices for the week ending April 28.

Th. 22. F. 23. Sat. 24. M. 25. Tu. 27. W. 28.

Boston and Albany	149	150	150
Boston and Lowell	139	140	140
Boston and Maine	139	140	140
Boston and Providence	130	129	130
Boston, Hartford & Erie	22	22	24
7 th , new	71	72	7
Cheshire, pref.	71	72	7
Concord			
Connecticut River			
Eastern	114		115
Fitchburg		133	
Manchester & Law're.			
Michigan Central	126	130	125
Northern, N. H.	118	118	119
Ogdens & Lake Champ	69		
pref.			
Old Colony & Newport			98
Ph., Wil. & Baltimore	52	52	52
Portl'd, Saco & Ports.			
Vermont & Canada	102	102	60
Vermont & Mass.	58	60	60
Vt. C. & Vt. C. E. Sq.			101
Broadway (Horse)			
Cambridge	97		
Metropolitan	68	68	68
Middlesex			60
Central Mining Co.			
Copper Falls	10	10	9
Franklin	19	20	20
Huron			
Isle Royale			
National			
Minnesota			
Pewabic	11	12	11
Pittsburg		21	
Quincy		29	

London Stock Exchange.

—Closing Prices.—
April 9. April 2.

Au. & Gt. Wt. N. Y. sec. 7 per ct.		Au. & Gt. Wt. N. Y. sec. 7 per ct.	
1st mort., 1880.....	65	70	65
Do. 2d mort., 1880.....	55	60	55
Do. Penn. 1st mort., 1877.....	65	70	65
Do. 2d mort., 1882.....	55	60	55
Do. Consol. 7 per cent. mort. bonds			
£100 paid, 1890.....	29½	30½	33
Detroit and Milwaukee 1st mort. 7s. . .	64	66	64
Do. 2d mort. 8 p. c.....	65	68	65
Eric shares 100 dol. all paid.....	24	24½	24
Do. steril. 6 p. c. convertible bonds	68	70	68
Do. 3d mort. 7 p. c. 1883.....	60	65	60
Illinois Central, 6 per cent., 1875.....	—	—	—
Do. Redemption mort. bonds 6 p. c.	98	101	98
Do. 7 per cent., 1875.....	79	81	79
Do. 100 dol. shares, all paid.....	96	97	96
Marietta and Cin. R. R. bonds 7 p. c. .	80	80	75
Panama General mort. 7s, 1897.....	107	109	107
Penn. R. R. bonds, 2d mort. 6 per ct. .	92	94	92
Do. General mort. 6 p. c. 1910.....	87	88	87
Philadelphia and Erie 1st mort. 1881.	89	91	86
Do. with option to be paid in Phila.	89	91	86

Saturday, May 1, 1869.

Money has been in decidedly more liberal supply, since our last. The banks have made a marked gain in their reserves of specie and legal tender notes; and have also added largely to their deposits. The Sub Treasury has cut down its balances but slightly. It holds an unusually light reserve of currency, about four millions all told, according to the prevailing street report. It will be a conditional seller of gold on each Thursday for some time, with a view to the augmentation of its lawful money hoard. It is unusually strong in its coin reserves, to which the current customs revenue is adding considerably as the season advances. The flow of currency is again very decided in this direction and is enlarging the available supply of loanable funds at this centre, particularly on call which tends to stimulate speculation in Government Securities, Gold, and Railway and Miscellaneous Share Property. Call loan rates have receded to 6@7 per cent. as the ruling figures, with exceptional advances noted to the prominent Government houses at 5 per cent. Strictly prime to good discounts range from 8@12 per cent. per annum, with a freer currency

The specie reserve of the city banks is now \$8,850,360, against \$14,934,547 same time last year. The city bank deposits are now \$177,340,080, against \$180,307,489 week ending April 25, 1868. The legal tender reserve amounts to \$53,677,898, against \$53,866,757 same time last year. The circulation now stands at \$34,060,581, against \$24,227,624 same time last year. The loans are now \$257,458,074, against \$252,314,617 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$125,484,300 a day, against a daily average of \$128,727,550 the preceding week, and \$135,009,409 the week ending with April 7, 1869. The current week's exchanges average about \$113,000,000 a day. The city banks, last week, reported a gain of \$1,038,581 of specie, \$5,136,586 of deposits, and of \$2,676,610 of legal tender notes. They increased their loans, \$2,273,192; and reduced their circulation, \$376,188.

The U. S. Sub-Treasury receipts, week ending with April 24, were \$8,344,633, including \$2,671,828 from customs duties ; payments, \$9,661,064, including \$1,863,906 of coin interest; balance at the close of the week, \$88,655,876, against \$89,972,277, at the close of the preceding week, showing a decrease of \$1,316,401. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, \$1,254,639, including \$386,576 from customs; payments, \$2,767,515, including \$351,487 of coin interest. On Tuesday, receipts, \$780,733, including \$379,621 from customs and payments \$708,874, including \$347,249 of coin interest. The balance at the close of business on Tuesday stood at \$87,215,358, against \$88,631,886 a week previous; and \$89,857,966 on April 7, 1869. The aggregate receipts of the office in March were \$40,051,331, including \$13,241,405 from customs, aggregate payments, \$40,807,476, including \$3,698,831 of coin interest,

The outstanding amount of coin certificates on the 1st of April was \$21,672,500 against \$28,775,560, March 1; \$32,659,520 on Feb. 1, and \$27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$446,000, and retired \$2,540,828 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during March, reached \$1,793,180.

Government revenues show a fair yield, in both forms of customs and excises. It is now estimated that the excises during the current fiscal year, will give about 170 millions to the National Treasury. The excises, last week, yielded about three millions; customs at the port of New York, \$2,671,828 and at the outports about \$850,000 (in coin) more, making the grand total income for the week equal to about \$7,754,500 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were \$191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 123 millions, according to the latest Washington advices.

Gold has been actively dealt in, most of the week, at generally strong, though variable prices, the range having been from 133 $\frac{1}{8}$ @134 $\frac{1}{8}$, and the closing quotation on Wednesday 133 $\frac{3}{4}$. The imports of foreign specie have been on a less extensive scale; while the export movement has been comparatively light, though the sharp rally in the foreign exchange has tended to stimulate shipments. The customs revenue last week, at this port, was over \$400,000 a day. Thus far, this week, it has not been quite up to this average. Government is announced as a seller of coin to the highest bidder through the form of sealed proposals, on each Thursday, until further orders. It will not market on any day more than a million dollars. It is now disbursing coin-interest on the May and July coin coupons, with the rebate stipulated for.

The Gold Exchange Bank clearances on Wednesday, were \$93,166,000, and the resulting balances \$3,013,245 in coin, and \$4,774,544 in currency.

The average amounts of the Gold Exchange Bank loans and discounts last week was \$1,190,588, average amount of specie \$551,325, average amount of deposits \$1,046,332.

The customs demand for Gold last week, averaged \$445,305 a day; thus far, this week, it has averaged \$383,098 a day, or equal to a weekly aggregate of \$2,298,588. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$406,291, and since Jan. 1, \$7,593,976, against \$2,633,101 same time in 1868. The receipts from California, last week, were none. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was \$103,955,528, against \$93,751,202 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to Mar., 30th 1869, \$1,543,675, against \$1,728,595 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been \$17,330,429, against \$28,072,319 same time in fiscal year 1867-'68, showing a decrease in the current fiscal year, of \$10,741,890. The exports of specie, from this port, last week, were \$597,625, against \$1,867,

291 same week last year; total, since July 1, 1868, \$32,122,565, against \$47,945,476 in 1867-'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$1,863,906; since July 1, 1868, \$69,910,626, against \$54,618,162 same time in 1867-'68. The specie exports from San Francisco, from Jan. 1, to April 10, 1869, were \$11,599,012, against \$8,592,887 same time in 1868.

Foreign Exchange has been in less liberal supply and more demand at advanced figures. Bankers' prime sixty day bills on London closed on Wednesday at 108 $\frac{3}{4}$ @109 $\frac{1}{8}$, and on Paris to 5.23 $\frac{3}{4}$ @5.17 $\frac{1}{2}$; sight bills on London to 109 $\frac{3}{8}$ @109 $\frac{3}{4}$, and on Paris to 5.18 $\frac{1}{2}$ c.@5.15 $\frac{1}{2}$. The offering of produce bills has been unusually liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$4,471,695, against \$4,170,473 same week last year; total, since July 1, 1868, \$135,493,174, against \$150,780,613 same time in preceding fiscal year of 1867-'68.

Government securities have been in more request and there has been a further general advance on the whole list. The offerings have been very light, as holders have been reluctant to realize on a rising market, feeling confident that higher prices would be attainable at an early day. The prospective reduction of the debt, to the extent of a few millions a month, during the summer months, is favorably affecting values.

U. S. sixes of 1881 closed here on Wednesday at 118 $\frac{1}{4}$ @118 $\frac{1}{2}$; U. S. Five-twenties of 1862, 121 $\frac{1}{2}$ @121 $\frac{5}{8}$; U. S. Five-twenties of 1864 at 117 $\frac{3}{8}$ @117 $\frac{1}{2}$; U. S. Five-twenties of 1865 at 118 $\frac{3}{8}$ @118; U. S. Five-twenties of 1865, consolidated, 116@116 $\frac{1}{2}$; U. S. Five-twenties of 1867, 115 $\frac{3}{4}$ @116; U. S. Five-twenties of 1868, 115 $\frac{3}{4}$ @116; U. S. Ten-forties at 107 $\frac{3}{4}$ @107 $\frac{3}{4}$; U. S. Six per cent. currency bonds, 105 $\frac{3}{4}$ @105 $\frac{3}{4}$.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 14.	April 21.	April 28.
Consols	93 $\frac{3}{8}$	93 $\frac{1}{2}$	93 $\frac{5}{8}$ @ $\frac{3}{4}$
U. S. 5-20's of 1862...	84	*80 $\frac{3}{8}$	80 $\frac{3}{8}$
Erie	24	23	21 $\frac{1}{2}$
Ill. Central	96 $\frac{3}{4}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$
Atl. and Gt. Western.	30 $\frac{1}{2}$	....	24

* Ex May Coupon.

Railway and miscellaneous share property has been in very brisk demand and has advanced materially all through the list, closing irregularly.

General business has been quite, as a rule, and most kinds of domestic produce have favored buyers. Middling upland cotton closed heavily on Wednesday at 28 $\frac{1}{2}$ cts. per lb. The stock of cotton now here is estimated at about 101,000 bales. The receipts at the port this week, have averaged about 1,000 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,021,000 bales, against 2,054,000 bales same time in 1867-'8; exports, same time 1,159,000 bales, against 1,472,000 bales same time in 1867-'8; stock on hand at latest dates, 335,500 bales, against 251,000 bales same date 1868. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 8,686 pkgs., against 8,387 pkgs., same time

last year. From Boston, 3,483 pkgs., against 4,425 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been in less demand and heavy at from 10@17c., per lb.; week's receipts, 5,898. Milch cows dull at \$40@\$124 each, receipts, 93. Veal calves plenty and cheaper, at from 6@12c. per lb.; receipts, 2,243. Sheep and lambs in full supply less inquired for at from 4@8 $\frac{1}{2}$ c., per lb., as extremes; receipts, 20,185. Swine less active, and lower at from 10@10 $\frac{1}{2}$ c. per lb., all live weight; receipts, 20,546. Foreign merchandise has been quiet and less buoyant. The total imports of foreign dry goods, last week, were \$1,505,843, and the total amount marketed \$1,615,770. The value of foreign merchandise imported last week, was \$4,379,387—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$5,885,230, against \$5,556,564 same week last year; total since July 1, 1868, \$228,901,692, against \$195,660,021 in 1867-'8. The freight market has been tame, closing very heavily. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 6d. by steamer, per bbl.; grain at 1d. by sail, and 1d. @ 2d. by steamer, per bushel; cotton at 1 $\frac{1}{2}$ d. by sail, and 1 $\frac{3}{4}$ d. @ 2d. by steamer, per lb.; and heavy goods 10s. @ 25s. by sail, and 10s. @ 30s. by steamer, per ton. Total number of vessels in port on Wednesday, 635.

At the auction sale of Scranton Coal on Wednesday, the bidding was comparatively brisk and prices were firmer. Sales of 70,000 tons were made at from 4.55@5.25, as against 4.30@5.05 per ton of 2,240 lbs. last month, deliverable at Elizabethport, N. J.

The New York exports, exclusive of specie, for the week ending April 27, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	\$4,170,473	\$4,471,695
Prev. reported	54,319,432	48,289,313

Since January 1.....\$58,489,905 \$52,761,008

The imports for the week ending April 24, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	\$1,137,199	\$1,505,843
Gen. merchandise	4,419,368	4,379,387

Total for the week.....\$5,556,564 \$5,885,230
Previously reported.....70,511,118 92,908,344

Since January 1.....\$76,067,682 \$98,793,574

The balance in the Sub-Treasury on Wednesday was \$88,445,013 62.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Toledo, Wabash and Western consol. conv. bonds, 83 $\frac{3}{4}$; Milwaukee and St. Paul 1st mort., Iowa Division, 88 $\frac{1}{2}$; Lake Shore Dividend bonds, 90; St. Louis and Iron Mt. 1st mort., 84; Dubuque and Sioux City, 115 $\frac{1}{2}$; do., 1st mort., 90; Chicago and Milwaukee 1st mort., 89; New York and New Haven, 121; do., 6s, 94; Joliet and Chicago R. R., 95; Norwich and Worcester R. R., 104; Illinois 6s, 1877@1879, 100 $\frac{1}{2}$; Alabama 8s, 99 $\frac{3}{4}$; Ohio 6s, 1886, 103 $\frac{1}{2}$; Louisiana 6s, 74; do., 6s, Levee bonds, 72 $\frac{1}{2}$; Virginia 6s, reg., 51; Georgia 6s, 82 $\frac{1}{2}$; do., 7s, 95; Indiana 5s, 97 $\frac{3}{4}$; New York State 7s, Bounty Loan, reg., 109 $\frac{3}{4}$; Western Union Telegraph, 43; do.,

7s, 90; Brooklyn 6s, Water Loan, 95½; Adams' Exp. Co., 62; Wells-Fargo Exp., 36; Am. Mer. Union Exp., 42; U. S. Exp., ex-div., 63¾; Merchants' Union Exp., 15¼; Brunswick City Land, 9½; Buchanan Farm oil, 0.55; Benton gold, 0.40; Brevoort oil, 1.25; Consolidated Gregory, 3.75; Central petroleum, 0.85; Grass Valley, 0.35; Home Company oil, 13.00; La Crosse Gold, 0.21; Montana, 0.28; Owyhee, 7.00; Quartz Hill Gold, 1.55; Smith and Parmalee Gold, 2.70; United States petroleum, 1.50.

Philadelphia.—Connecting R. R., bonds, 87½; Hatingdon and Broad Top Mt. 1st mort., 85; do., scrip, 60; West Jersey R. R., bonds, 90; West Penna. R. R. bonds, guar., 80; Tioga R. R. bonds, 95; Oil Creek and Allegheny River R. R., 37; Fifth and Sixth streets R. R., 38; Germantown Passenger R. R., 31; Tenth and Eleventh streets R. R., 71; Chesapeake and Delaware bonds, 41; do., 6s, 92; Allegheny County 5s, 74; Pittsburg 5s, 71½; Penna. State coupon 5s, 93; St. Louis gold loan, 102½; Locust Mt. Coal, 49; New Creek Coal, ½; Big Mt. 6; Shamokin Coal, 5¼; N. Y. and Middle Coal Fields, 4¾; Ocean Oil, ½; Corn Planter, ¾; Niagara Oil, 2¼; Feeder Dam, ½. The latest quotations are: City 6s, 98@98; do., free of tax, 101½@101¼; State 5s, reg., 98@100; do., coupon, 92½@93½; do., 6s, W. L., 101@101½; do., 1st series, 103@103; do., 2d series, 105½@107½; do., 3d series, 106½@108; Reading, 48½@48½; do., 7s, 1893, 104@104½; do., 6s, 1880, 90@90½; Camden and Amboy, 125@—; do., mort. 6s, 1889, 94½@95½; do., 1883, 86@86; Penn. R. R., 59¾@59¾; do., 1st mort., 99@99½; do., 2d mort., 94@95; Little Schuylkill R. R., 42¾@43; Morris Canal, 31½@—; do., pref., 66@68; do., bonds, 85@85½; Susquehanna Canal, 13@13½; do., 6s, 57@—; Sch. Nav., 7@9; do., pref., 18¾@19; do., 6s, 1882, 66@66; Delaware Div. Canal, 47@48; do., bonds, 80@84; Elmira and Williamsport, 30@32; do., pref., 40@40½; do., 7s, 1873, 91@92; do., 5s, 59@60; Lehigh Coal and Navigation, 32½@32¾; do., 6s, 1884, 83½@83½; do., R. R., Loan, 84½@85; do., Gold Loan, 94¾@95; North Pennsylvania, 34¾@35; do., 6s, 88½@89½; do., Chattell 10s, 108@110; Philadelphia and Erie, 28½@28¾; do., 6s, 85¼@86; Minehill, 54@54½; Catawissa, 10½@—; do., pref., 35½@35½; Lehigh Valley, 56@56½; do., 6s, new, 94@94½; Fifth and Sixth streets, (horse), 36@38; Second and Third, 43½@43½; West Philadelphia, 60@61; Spruce and Pine, 26@30; Green and Coates, 38½@39; Chestnut and Walnut, 45½@46½; Thirteenth and Fifteenth, 18@19; Girard College, 27@30; Tenth and Eleventh 70@71½; Union, 40@43; Hestonville, 13¼@13½.

Boston.—Union Pacific R. R. 6s, 89½; Vermont Central 1st mort., 77½; do., 2d mort., 37; Eastern R. R. 6s, 1885, 93¾; Burlington and Missouri River R. R. 7s, 1893, 88¾; do., 8s, 1879, 98½; Western R. R. 6s, 1875, 95½; Old Colony and Newport 7s, 1877, 102½; Cheshire R. R. 6s, 92; Summit Branch R. R., 21½; Cape Cod R. R., 65½; Cincinnati, Sandusky and Cleveland R. R., 22¼; do., pref., 34; Eastern (N. H.) R. R., 111¼; Indianapolis and Cincinnati R. R., 17; Boston Water Power Co., 16½; Cary Imp., 8¾; Massachusetts 6s, 5-20s, currency, 101; do., 6s, 1874, gold, 120¾; do., 5s, 1894, gold, 108¼; Rhode Island 6s, 1882, 99½; New Hampshire 6s,

1870, 99½; Maine 6s, 1889, 99; Cook Co., Ills., 7s, 96½; Boston 6s, 1878, endorsed, 100; do., 6s, 1874, currency, 99¾; do., 5s, 1886, gold, 105¾; Salem 6s, 1883, W. L., 99¾; Bath 6s, 1898, 91¾; Portland 6s, 1871, 98; Charlestown 6s, 1880, 83; Albany 6s, 1894, 93; Bangor 6s, 1874, 94; Allouez Mining Co., 4¾; Concord, 1¾; Canada, 55c.; Hancock, 5; Hecla, 80; Humboldt, 75c.; Manhattan, 50c.; Phoenix, 10.

Baltimore.—Memphis City bonds, 53; Virginia 6s, reg., 1867, 52; do., 1866, 54; do., 6s, old, reg., 51; do., 6s, ex-coupon, 58¼; Richmond and Danville bonds, 74½; Central Ohio 1st mort., 83; Western Maryland 2d mort. pref., 49; Orange, Alex. and Manassas 2d mort., 72. The latest quotations are: Balt. and Ohio, 114½@114¾; do., 6s, 1875, 91@91½; do., 1880, 91@91½; do., 1885, 90@—; Northern Central, 48½@49; do., bonds, 1885, 84½@85½; do., 1900, 84@84½; Parkersburg Branch, 23@24½; N. W. Va. 1st mort., 93@95; do., 2d mort., 88½@90; do., 3d mort., 1873, 84@85½; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 87½@88; do., 2d mort., 72¾@73; Central Ohio, 31@32; do., 1st mort., 83@83; Western Md. 6s, 1890, 68@72; do., guar., 87@88; do., 2d mort., guar., 87@90; Richmond and Danville bonds, 74½@75; Baltimore 6s, 1875, 91@91½; do., 1886, 90@91¾; do., 1890, 92½@93; do., 1893, 92@93; do., 6s, 1888-70, 71@74; City Passenger R. R., 18@19; George's Creek Coal, 67½@67½; Santa Clara, 1.60@2.00; Atlantic Coal, 3.00@3.25.

\$1,000,000 GOLD.—FIRST MORTGAGE BONDS of the ST. LOUIS AND ST. JOSEPH RAILROAD OF MISSOURI.—Both Principal and 6 per cent Interest Gold. Payable May and November 1st, at the Farmers' Loan and Trust Co., in the City of New York, who are the Trustees for the Bonds. LENGTH OF ROAD, 72¼ MILES. Total amount of Bonds is \$1,000,000, which is less than \$14,000 per mile, and secured by a first mortgage on the whole road and entire property of the Company.

The interest on these Bonds is the same as on United States 5-20s, 1862, also due at same time; and, according to present prices, \$1,000 5-20s will sell for \$300 over our price for \$1,000 St. L. & St. J. R. R., while the latter is equally as good security in every respect.

Present price 87½ and accrued interest in currency. For pamphlets and further particulars, apply to TURNER BROTHERS, Bankers, No. 14 Nassau-St., New York.

Sealed proposals will be received by C. W. Wentz, Esq., Chief Engineer of the Albany and Susquehanna Railroad, at Albany, N. Y., until the 11th inst., for the construction of a Union Passenger House, in the city of Binghamton, for the Erie, the Albany and Susquehanna, and the Syracuse, Binghamton and New York Railroad Companies. Plans and specifications will be ready for examination on and after the 3d inst.

Sub contractors will find good work and a long job at fair prices, on the Monticello and Port Jarvis Railroad, 88 miles from Jersey City by the Erie Railway. Apply to F. C. Crowley, at Contractor's Office Port Jarvis, New York.

The preliminary survey of the proposed Sugar River Railroad, from Bradford to Claremont, N. H., has been commenced.

Iron Manufacture in Missouri.

The 10th of April, 1868, is referred to by Mr. S. Waterhouse, of St. Louis, as the day on which the experiment of making iron with mineral coal was successfully tried at Carondelet, Missouri. The furnace then started continues in active operation, and has produced in all more than three thousand tons of iron. Mr. W. says: "An old iron maker from Pittsburgh, observing the superiority of this metal, hesitated to believe that it was made with raw coal. The proprietors of the Phoenixville and Danville Iron Works in Pennsylvania have testified to the excellence of this iron. Its fusibility, ductility, and strength, render it especially suitable for common and malleable castings. The iron is red short. At first the yield of furnace was from sixty to seventy tons of iron per week; now the mean product is 126 tons a week."

A New Compound Rail

Has been invented and patented by Mr. J. H. Moore, of Chicago. The rail is made in three parts, a cap rail of steel and two side pieces of iron. The cap rail is clasped by the upper extremities of the side rails, which are held together by iron ties—bolts bent down at each end and without heads or screws. The form of these rails is such that all downward pressure on the cap rail causes its tongue to be the more firmly clasped by the side rails, which hold it as in a vice. The whole length of the cap rail is so clasped, and if it were broke vertically into sections two inches long, the track would remain unbroken. Three separate bars of iron must break at the same time in order to so injure the track as to throw off cars.

Ground has been broken for the Extension of the Utica, Chenango and Susquehanna Valley Railroad. The Sherburne News says that fifteen days will probably find the grading done to the river. On the Richfield Springs Branch the grading, with the single exception of the deep cut at Cassville, has been so far done that the track layers will meet with no delay. It is expected that the cars will be running to Richfield Springs by the 1st of August.

The Frederick, Md., Republican says: "It is with pleasure that we record the evident progress which is being made toward the construction of the Frederick and Pennsylvania Line Railroad. The President and Directors this week give public notice that proposals will be received from this until the 22d day of May for the construction and grading of certain sections of said road."

The earnings of the Great Western Railway of Canada for the month of February, 1869 were \$260,136 92; and the working expenses, including renewals, \$180,025 68—making the net earnings \$80,111 24. In February, 1868, the earnings were \$251,557 59, the expenses \$175,833 67, and the net earnings, \$76,223 92—showing an increase in earnings of \$8,579 33, in expenses of \$4,692 01, and in net earnings of \$3,887 32.

The directors of the St. Joseph and Denver Railroad Company have decided that the road should connect with the Kansas Pacific Railroad at the 100th meridian. The work will be pushed forward rapidly.

Journal of Railroad Law.

COMMON CARRIERS—WHEN INSURERS ARE LIABLE FOR HIDDEN DEFECTS IN PACKING—WHAT IS THE "ACT OF GOD."

The following are the facts in the late case of *Klauber vs. The American Express Company* (21 Wis., 21.) The action was brought to recover for injuries done to goods of plaintiff while in possession of defendant as carrier. The goods are described as "a package containing three dozen ten spring skirts, three dozen sixteen spring skirts, and three dozen twenty spring skirts," and it is alleged that through defendant's negligence they were "water-soaked, rusted, and utterly spoiled." Answer] denying negligence on defendant's part, and alleging that the damage arose from the improper manner in which said skirts were packed for transportation.

On the trial (by the Court alone,) it was stipulated that the package in question was wrapped in paper, and covered with sacking; that when delivered to plaintiff it was wet from exposure to rain while being transferred from the cars at Madison to the express wagon, and from the wagon to the defendant's office, all of which was done during a storm of rain. Plaintiff introduced evidence tending to show that "such goods in any kind of package are perishable in rainstorms, if exposed," and "should not be handled in a storm of rain at all, no matter how packed;" that small packages of such goods (worth from one to two hundred dollars,) are often wrapped in paper and enclosed in sacking, and this is sufficient if they are properly handled. The defendant's evidence tended to show the facts by the Court, which (besides those stipulated) were as follows: 1. That there was nothing about the package to indicate what the contents were, and defendant had no notice what they were. 2. That the goods were exceedingly liable to injury from dampness, and were packed in such a manner as to be injured by slight exposure to it. 3. That the usual and proper mode of packing such goods in such quantity for transportation, by express from New York to Madison, is in wooden boxes or cases. 4. That said package arrived at Madison on the express train during a violent storm of rain; and it was necessarily, and according to the usual course of business, immediately removed from the cars to the defendant's express wagon, and thence to its office. 5. That in this transfer defendant's servants used such caution and care as would have secured the goods from harm had they been put up properly, or as such goods are usually packed. On these facts the Court rendered judgment against the plaintiffs. They excepted to the second, third and fifth findings, and the latter clause of the fourth; and appealed from the judgment. The opinion of the Court was delivered by

DIXON, C. J.—What is meant when it is said that if goods are improperly packed, the carrier will not be liable for injuries resulting from that cause? Is it meant that if the goods are of a nature to be injured by rain, they must be secured by water-proof covering or cases? It was argued in this case, that because the goods were of that nature, and the shipper did not pack them in wooden boxes or other water-proof covering, so as to guard against the ordinary contingency of rain when they were transferred from cars to

wagons, and from wagons to cars or warehouses, in the course of transit, the company is not responsible for the loss, provided that proper diligence was used in transferring them, so that they received as little injury as possible under the circumstances the company not having previously provided awnings or other suitable means of protection, so as effectually to have avoided the injury. We believe there is no authority for this position, and that the improper packing which will excuse the carrier, signifies some internal or latent defect, of which the carrier does not know, and from which loss or damage ensues to the goods in the ordinary course of handling and transportation. A common carrier is an insurer against all damage to or loss of goods entrusted to him for transportation, except such as may arise from the act of God, the act of the enemies of the country, or the act of the owner himself. If there be some hidden defect in the packing, and the damage result from that cause, it is the act of the owner, and the carrier is not responsible. But as to the external protection of the goods, the owner is not required to cover them so as to be safe against the action of rain, or wind, or fire not happening by the act of God. Those are dangers the hazards of which are by law imposed upon the carrier, and they are such that they may, in general, and especially the first, be easily resisted. In this case, the company might, with proper care and forethought, very readily have prevented the injury from the rain, while removing the goods from the car to the wagon, and from the wagon to the warehouse. In speaking of rains and winds, we mean of course the ordinary and frequent occurrences in this country not amounting to tempests. Tempests are regarded as the acts of God; and for losses caused by them the carrier is not liable. Losses "by act of God," for which the carrier is excused, have been well defined to be "those losses that are occasioned exclusively by the violence of nature; by that kind of force of the elements, which human ability could not have foreseen or prevented, such as lightning, tornadoes, sudden squalls of wind." Against all ordinary occurrence of rain, then, the carrier is bound to provide, and if he does not, and damage ensues to the goods, he must bear the loss, even though the goods might have been so packed or inclosed by the owner as to have prevented the injury. If goods thus liable to injury were to be always so packed as not to be injured in that manner it would, no doubt, greatly diminish the burthen and responsibility thrown upon the carrier. But the owner is not required so to pack them, and if he does not, the omission is known to the carrier, who is supposed to compensate himself for the additional trouble and risk by additional charges for his services. The object of packing is, in general, to secure convenience, safety and dispatch in handling and transportation, and not to prevent injury from such accidental causes as rain happening in the course of transit, against which the carrier is presumed to have provided. The owner may, therefore, if he choose, deliver the goods without any external protection; and if he does, and they are of a nature to be injured by the mere handling and carriage in a careful and proper manner, and are so injured, the loss will be his own; but if they are otherwise injured, by rain or other cause for

which the carrier is not excused the loss will fall upon the carrier.

The case was likewise presented as if it was a question of the degree of diligence exercised by the company and its servants at the time, to prevent the injury. The loss not having been shown to have arisen from one of the excepted causes, it is no matter what degree of care or prudence may have been bestowed at the time, the company is nevertheless responsible for it.

The principles in this opinion are so familiar and well settled that, aside from the authorities found in the brief of counsel, we deem it unnecessary to refer to others, except that we note *Forward vs. Pittard*, 1 Term, 27; *Friend vs. Woods*, 6 Gratt., 189; and *Parsons on contracts* (5th ed.) Vol. 2, Note (M.), as bearing particularly on the questions considered.

By the Court.—The judgment of the Circuit Court is reversed, and a new trial awarded.

South-Western Railroad Company.

PRESIDENT'S REPORT.

GENTLEMEN: I have the satisfaction to be able to report, that since the last meeting, which inaugurated the revival of the construction of the road, the work has steadily progressed, and that we may now look with confidence, towards the immediate completion of fifteen miles, and the subsequent construction of thirty miles now under contract, the ultimate completion of the road to its present terminus at the State Line, and also to its probable extension to Danville, Ky., or some other point connecting with one or more completed or projected roads; so that the final completion of this, another trunk line, connecting the Ohio River with the Southern States, may now be considered only a question of time.

I hereby report for your information, the following action taken by the Board of Directors, who were elected at your last meeting to take charge of your interests; and it may also be consistent with my duties, to recapitulate here, some of the action of your last meeting.

The following resolution was passed by the old Board of Directors, and subsequently unanimously approved and adopted by your meeting, to wit:

"Resolved, That the Board of Directors of the South-Western Railroad Company do hereby accept the additional aid granted the road by the General Assembly of the State of Tennessee, and do accept the amendments to the charter made by said Act."

At the first meeting of the new Board of Directors elected to serve during the past fiscal year, the following officers were elected: Samuel Parker, President; M. C. Dibrell, Treasurer; I. C. Stone, Secretary. At the same meeting, Maj. E. F. Falcouett was appointed Chief Engineer; and subsequently, Judge E. L. Gardenhire and Col. J. H. Hughes, were appointed Attorney and General Agent of the company, respectively.

Since that time, the Board of Directors have met, from time to time, to transact the business of the company. The following members of the Board were elected an Executive Committee: Col. P. H. Marbury, Col. Charles H. Irvin, Dr. J. B. Armstrong, Hon. L. L. Faulkner; and the following as an Auditing Committee: Geo. M. Smartt, Esq., Captain A. D. Collins and Hon. Wm. Bosson.

The old By-laws of the company were adopted, and additional By-laws were enacted, creating an

Executive Committee, and giving it full power to act, subject to the approval of the Board, and forbidding the payment of unaudited accounts.

On the 8th of May last, the Chief Engineer was directed to locate and prepare for letting the first thirty miles of the road, and to advertise for proposals for the local work, and the bridges over Collins River and Caney Fork.

At the same meeting, the additional subscription to the capital stock of the company of \$120,000 by Overton County, and \$40,000 by White County, by a vote of the people, was officially announced.

Subsequently, certain suits pending in the Courts against the company for work done under a former administration, were compromised by a special committee, appointed for the purpose; and after the approval of the action of such committee, by your Board of Directors, certain sums were ordered to be paid, and were paid accordingly by the Treasurer of the Company, and the suits have been withdrawn.

At a meeting of the Board of Directors, held upon the 18th of August last, I reported having drawn from the State authorities \$300,000 in the bonds of the State of Tennessee. The bond of the Treasurer for \$50,000, was also presented and approved.

At the same meeting a report of the Chief Engineer was received, giving a comparison of the work to be done in accordance with the proposals received and opened by the Executive Committee, and a list of the most favorable proposals was submitted by him. After lengthy discussion, the motion to let the first thirty miles of the road, including the masonry of the bridges across Collins River and Caney Fork, to Mr. D. E. Davenport, was carried by a large majority; and the contract was subsequently signed on the 18th day of August last.

This contract carefully drawn up by the Chief Engineer, contains all the necessary specifications, is a lengthy one, and was submitted to the Executive Committee. It provides for prices for the detail of the work. Twenty-five hundred dollars per mile in the bonds of the County of White, are to be paid per mile, for local work in White County, the balance is to be paid in cash. Payments are to be made monthly, in accordance with the estimates of the Engineer of the company, and twenty per cent. of the value of the work done, is retained as collateral security until the completion of the work.

The contract also provides that the company shall have the right to suspend the work on any portion of the first thirty miles by giving sixty days notice, and a final estimate on suspended work. It also provides for final estimates, and full payments upon the completion of the first fifteen miles, and for the completion of all the work on the first thirty miles, unless suspended by an order of the Board, by the 1st day of September, 1869.

At a meeting of the Executive Committee on the 29th day of August, a report upon the construction and letting of the bridge superstructure, and iron piers of Collins River and Caney Fork bridges, was submitted by the Chief Engineer; and the superstructure of Collins River bridge, was ordered to be let to Asa Faulkner, Esq.; and the superstructure of Caney Fork bridge, was let

to the Louisville Bridge and Iron Company, Albert Fink, President; and the contracts for that purpose, submitted by the Chief Engineer, were duly signed.

Subsequently, by authority of the Executive Committee, a contract was signed with T. M. Brennan & Bro., Nashville, Tenn., for the construction and erection of two iron piers at Caney Fork bridge, in accordance with the original designs and specifications of the Chief Engineer of the company.

The following Directors were elected by the Board during the last year, to fill the vacancies occasioned by death, resignation, or otherwise, of members of the Board: Col. J. H. Hughes, in the place of Geo. A. Anderson; B. M. Stevens, Esq., in place of E. W. Bronson, resigned; Gen. G. G. Dibrell, in place of J. R. Grace, deceased.

I regret to state that the calls made upon the stockholders for installments of the private stock subscribed, have, up to this time, remained unnoticed; and I hope that the stockholders will pay up the calls made upon them promptly, as the extension of the work depends entirely upon the prompt furnishing of the necessary means.

At the meeting of the committee on the 23d day of December, the Engineer was ordered to advertise for proposals for the delivery of cross ties for the first fifteen miles of the road, and subsequently the committee ordered the cross ties for the first three miles to be let to D. E. Davenport, in accordance with his proposal. At the same meeting, the President and Chief Engineer were ordered to correspond, and to invite proposals for the delivery of iron rails and fastenings for the first fifteen miles of the road.

I am happy to state that an Act passed by the Legislative Assembly of Tennessee at their last session, gives this company the privilege to draw the State aid of \$10,000 in State bonds per mile, upon the completion of the grading to Collins River; and appropriates another issue of bonds to the same amount upon completion of the grading to the Caney Fork River, thus amending the Acts and charter granted by the Legislature, and accepted by the company. This great advantage will enable us to lay track upon the first three miles of the road by the 1st day of June next. And if the contractor should complete the work by the 1st day of September, as he has contracted to do, trains will be running to Caney Fork River by the 1st day of January, 1870.

I refer with pleasure to the efficiency of the contractor in regard to the prosecution of the work, and express the hope that, by the next annual meeting of the company, trains will be running across Caney Fork River into White County. But, although much has been done, much more remains to be done; and I may say, that the great work before us has only been fairly started. It will require the strongest efforts and perseverance of the whole people along the western base of Cumberland Mountain, to build the road; and for this purpose, I propose to undertake a thorough canvass of the Counties of Warren, Van Buren, Putnam and Fentress.

It is to be hoped, that, aside from the county subscriptions, private stock, payable in cash, work, materials, land, or farm productions, can be obtained; and that the balance necessary to grade the road to the State line, will be subscribed

in the course of this year, as the immense, unparalleled State aid granted, and the amount of work actually done, must prompt the people to action in the matter.

The following is a statement of the approximate amount of means of the company, applicable to the grading of the road:

White County, old subscription	\$32,000
" " new subscription	40,000
Overton County, old subscription	40,000
" " new subscription	120,000
Private stock	60,000
State aid, applicable to grading—State bonds	300,000
Total means—cash	\$292,000
State bonds	300,000
	\$592,000

By comparing this amount with the estimates of the Chief Engineer for the local work of the first thirty miles, we find that the company is provided with means to build the same which can be ironed with the State aid appropriated for that special purpose. The State aid applicable to bridges on the road, will also be sufficient to build the same.

Considering the large amount of aid liberally granted to this company by the Legislative Assembly, from time to time, which amounts to	
Special aid—State bonds	\$300,000
Bridge aid— "	200,000
Aid for iron superstructure, \$10,000 per mile, 84-5 miles	845,000
Total	\$1,345,000

it appears to me that the people ought not to delay any longer in coming forward and aiding us in this enterprise in a substantial manner.

In conclusion, allow me to call your attention towards early action, with a view of extending this road, by charter of Kentucky, to Danville, Ky., or to Elizabethtown, Ky., or else towards a junction with the Knoxville and Cincinnati Railroad, near its crossing over Cumberland River, Burnside Point.

Your attention is also called to the Southern connections of this road, and to the probable construction of a road from Huntsville, Ala., to a point on the Winchester and Alabama Railroad; and a road from Decatur, Ala., to Aberdeen, Miss. A more direct connection of our road with the Winchester and Alabama Railroad at Decherd, or else a direct connection by rail, between Tullahoma, Tenn., and Decatur, Ala., may at some future time, become a matter of necessity, as a glance at the map will show, that a line from New Orleans or Mobile, via Meridian or Aberdeen, Miss., Decatur or Huntsville, Ala., Decherd or Tullahoma and McMinnville, Tenn., and Danville, Ky., to Cincinnati, Ohio, is by far the straightest and most practicable line to connect these extreme points.

By the completion of our link in this long chain, we may secure to our road an amount of traffic, which, with the gradual development of our country, and the increase of local business, will, in course of time, become very considerable.

Respectfully submitted,
SAMUEL PARKER, President.

McMinnville, Tenn., March 5, 1869.

The Providence and Worcester Railroad Company has completed its double track beyond Blackstone, and is rapidly pushing it northward.

Grand Trunk Railway of Canada.
REPORT OF THE DIRECTORS FOR THE HALF-YEAR
ENDING DECEMBER 31, 1868.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines, have been 756,163*l*.; deduct the working expenses, exclusive of renewals (being at the rate of 59-44 per cent., against 63 50 of the corresponding half of last year), 449,487*l*.; the renewals and improvements of the permanent way and works in the half year debited to revenue, 126,772*l*.; total, 576,259*l*.; leaving an available net balance of 179,904*l*.; deduct loss on American currency, 43,818*l*.; and this reduces the balance to 136,086*l*.; to this sum has to be added the balance carried from the net revenue account of last half-year of 8,855*l*., making a total balance of 145,421*l*.; from this, however, has to be deducted the amount of postal and military revenue due for the half-year to the postal bondholders of 16,171*l*.; leaving the balance of 129,250*l*. applicable for the following payments, namely—Interest, &c., paid on lands, 1,873*l*.; do. on mortgage to Bank of Upper Canada, 4,423*l*.; ditto on loans, bankers' balances, promissory notes, European exchanges, &c., 4,784*l*.; ditto on British American Land Company's debentures, 616*l*.; do. on Montreal Seminary debentures, 616*l*.; ditto on Island Pond debentures, 2,700*l*.; half-yearly installment on Portland sinking fund, 2,347*l*.; Atlantic and St. Lawrence lease (in full), 32,800*l*.; Detroit line lease (in full), 11,250*l*.; Montreal and Champlain Railway Co., 9,914*l*.; Buffalo and Lake Huron, 19,267*l*.; equipment bond interest, 10,779*l*.; balance, 27,877*l*.;—total, 129,250*l*. Comparing the results of the half-year's working with the corresponding period of 1867, there is an increase in the gross revenue of 51,784*l*. equal to 7.35 per cent., with an increase in the working expense, inclusive of renewals and improvements, of only 2,181*l*. on the increased traffic carried. Indeed, but for the fact that there has been charged in the half-year 5,400*l*. for insurance on the company's property, the working expenses would have been less than in the same period of 1867, notwithstanding the increase of traffic of nearly 52,000*l*. This amount for insurance represents the half-year's premium on a policy which came into force last July for \$4,300,000, not only for the company's buildings, but also for the wooden bridges on the railway, the stocks of cordwood and lumber at the different stations, and also freight in the warehouses and in transit. The late serious losses by fires at Toronto and Sarnia led to this insurance being effected, and although the full value of the company's property in buildings, &c., is of course not embraced in this policy, still it is believed to be sufficient to meet all ordinary risks. The renewals in the half-year amounted to 126,772*l*. against 85,819*l*. for the corresponding period of 1867. In this sum is included a charge of 22,747*l*. for improvements in the renewal of the permanent way and works, an item which in 1867 amounted 17,351*l*. and which was then charged to capital. The weight of the rails has been increased from 62lbs. to 75lbs. per yard. The number of miles of railway relaid with new iron in the half-year was 88½, and the number of new ties put in was 491,993. The large outlay that has been made for renewals has, of course, resulted in a very much improved condition of the line, as is shown by the reduction in the cost of the maintenance of the road, amounting in the half-year to 6,880*l*. The directors regret that the rails sent out from this country in 1867, purchased from the best makers, are not, according to the reports of the company's engineers, giving satisfaction. The directors took every precaution to secure the best rails which could be made and exacted guarantees from the makers which they are putting in force. It is satisfactory to find that the small quantity of steel rails sent out in 1865, although placed on a part of the line where the traffic is very heavy, show no signs of giving way, and that it has not been found necessary to replace any of them. The average receipt per passenger was 6s. 9½*d*., against 6s. 9½*d*. in 1867, and

the average receipt per ton of freight was 16s. 8¾*d*., against 15s. 10½*d*. in the corresponding period last year. The loss on American currency still remains a serious item in the half-yearly accounts. It amounts for the last six months to 43,818*l*. against 39,384*l*. in the corresponding half of 1867. Gold fluctuated during the half-year from 149½ on the 6th August to 132½ on the 6th November. Since then its premium value has still further declined, and it may be hoped that the loss from this cause during the current half year will be further lessened. The indirect loss from increased prices of labour and materials, on the most careful estimate which can be made, was in the half-year not less than 60,000*l*. and the directors believe that they are justified in saying that but for the loss, direct and indirect, through the depreciated currency and high prices resulting from the war in the States, the company would have been in a position to pay cash dividends on the first and second preference bonds and stocks at least, and probably on the third preference stock also, since 1863. A table showing the gross and net earnings from 1861 to December of last year in mixed currency and gold, and also the expenditure in renewals and the direct loss sustained by the company by the depreciation of the American currency, show that the total expenditure on renewals has been 828,152*l*. and the loss on American currency, 413,521*l*. In the face of this outlay and loss the total profit has increased from 142,492*l*. in 1861 to 297,894*l*. in 1868. In their last report the directors called attention to the fact that certain bonds, issued by the city of Portland in aid of the construction of the Atlantic and St. Lawrence Railroad, amounting in the aggregate to \$1,500,000 and covered by a first mortgage on the undertaking, would begin to fall due in December last, and that the whole amount would mature between that period and January, 1871, and that the sinking funds created for the redemption of these bonds would not provide for the payment of more than half the amount. The Grand Trunk Company, under the terms of the lease of the Atlantic and St. Lawrence line, is bound to provide for the payment of these bonds at maturity, either by means of the sinking funds or otherwise. The board, having no available funds with which to meet the half of the bonds not covered by the sinking funds, had to approach the authorities of the city of Portland with a view of obtaining an extension of time, and the directors are happy to be able to state that an agreement has been concluded with the city of Portland, under which the city undertakes to issue new bonds for the balance of the original issue, which will not be taken up by the moneys accumulated and to accumulate in the sinking funds before 1871. The directors have in previous reports referred to the position of the second mortgage bonds of the Atlantic and St. Lawrence Company, which matured in April, 1866. New sterling bonds were created, some of which were sold, and the proceeds applied to taking up the old bonds, others were accepted by holders of the original bonds, and the time of payment of a portion was extended, with the consent of the holders, by the issue and acceptance of additional sheets of coupons, embracing a period of five years, dating from April, 1866. There still remains, however, a balance of over \$200,000, the holders of which have refused either to extend the time of payment or exchange their bonds for new ones. After the transaction of the ordinary business at the ensuing half-yearly meeting, it will be made special for the purpose of considering a proposed new agreement with the Buffalo and Lake Huron Company. The object of that agreement is two-fold—first, to settle past differences, and secondly, to effect more satisfactory arrangements for the future, and in perpetuity instead of for the original term of twenty-one years. The heads of the new agreement will be laid before the meeting, and, as regards the past, will explain themselves. As regards the future, the main feature of the new arrangement may shortly be stated to be the sub-

stitution of a fixed half-yearly sum, instead of (as at present) a fluctuating amount in the form of a proportionate part of the net receipts of the two undertakings—the management of both being hereafter left with the Grand Trunk, without any right of interference on the part of the Buffalo Company. The directors, whilst not desiring to represent this proposed new arrangement as essential, have come, after much deliberation, to the conclusion that it is desirable, on the whole, for the Grand Trunk Company. The accounts for the half-year are made up, as regards the Buffalo and Lake Huron Company, on the footing of the new agreement with them, and of course upon the assumption that that agreement will be carried into effect. Certificates for the arrears of interest to be capitalized on the preference bonds and stocks will be issued shortly after the meeting. The directors have pleasure in stating that contracts for the construction of portions of the Intercolonial Railway have been entered into by the Canadian Government, and the works will be commenced as soon as the snow leaves the ground. They embrace the following sections, viz.:—40 miles from Riviere du Loup eastward; 24 miles from Restigouche, to near Eel River; 27 miles from Amherst Ridge to River Phillip. Tenders have also been invited for three more sections of the line, and the contracts are to be given out on the 29th of the present month. They are as follow:—26 miles eastward from No. 1 and 2 sections, already let; 21 ditto, No. 3 ditto; 24 ditto, No. 4 ditto. It will be seen from this that 162 miles will be let by the end of this month, and tenders for the whole of the remaining sections will it is expected, be immediately advertised for, as the intention is to have the entire length of the railway opened for traffic not later than 1872. The work will, therefore, be pushed forward with the utmost vigour. It is unnecessary to point out the important advantages the construction of this line will confer upon the Grand Trunk Railway when completed, but even during its construction a considerable addition to the traffic, particularly on the Riviere du Loup section, must result from the constant movement of men and materials over the Grand Trunk Railway to the works in progress. Nor is this all; in connection with the Intercolonial Railway a scheme has been propounded to secure a large immigration of the artisan and labouring classes, not only for their present employment, but for their permanent settlement in the dominion; and there is every reason to believe that this scheme, coupled with the general attractions that Canada now offers to intending emigrants by way of land grants, &c., will lead to a larger flow of emigration to that country.

Buffalo and Lake Huron Railway.

At the meeting of the Grand Trunk Railway Company in London on the 8th ult., the new terms for leasing in perpetuity the Buffalo and Lake Huron railway and for settling past differences, were stated to be—£30,000 to settle past differences to the 30th of June, 1868; a fixed rental of £42,500 for 1869, £45,000 for 1870, £50,000 for 1871, £54,000 for 1872, £60,000 for 1873, and from January 7, 1874, £60,000, with the addition of £5,000 a year when a dividend was paid on the third preference stock, but the total rent charge never to exceed £65,000 a year. Buffalo ordinary shares to be exchanged for Grand Trunk ordinary stock, pound for pound. The control of the Buffalo line to be solely in the hands of the Grand Trunk. There are other terms and conditions of minor importance.

Owing to the damage done in the Eastern division of the New York canals by the recent inundation, the Canal Commissioners have resolved to postpone the opening of navigation on said division until the 10th of May.

The Hook-Headed Spike Case.

This case, which was commenced in 1841, by Henry Burden, proprietor of the Troy Iron and Nail Factory, to recover damages of Corning & Winslow, proprietors of the Albany Iron Works of Troy, for the infringement of Mr. Burden's patent upon the machine for the manufacture of railroad spikes, has at length been finally adjudicated, and an award made to the complainant for his damages. The case has been twenty-eight years in the courts, during a large portion of the time, however, in the hands of the late Chancellor Walworth, of Saratoga Springs. It has become one of the *causes celebres* of the country. It was originally commenced by the late Samuel Stevens, of Albany, and upon his death Judge Elisha Foote assumed charge of it for the complainant. The total amount awarded to the complainant, including about \$50,000 costs, is \$80,000—a very good offset to the water-power suit recently determined against Mr. Burden and in favor of Messrs. Corning & Winslow. Chancellor Walworth commenced taking proof on the 5th of April, 1854, and finished and filed his report in May, 1863. In October, 1867, Hon. William D. Shipman, of New York, was appointed to review and pass upon Walworth's report. His decision, concurred in by Judge Nelson, as stated, has just been received.

The Cecil (Md.) *Democrat* says a corps of engineers have for the past week been engaged in making surveys of various routes for a road from the coal mines of Pennsylvania to Delaware City. Their object is to accomplish the difficult feat of constructing a road that will be down grade all the way from the mines to the water. They have made several surveys already, one passing through or near Elkton, one taking a southwesterly course from Columbia and Port Deposit road, and crossing the Philadelphia, Wilmington and Baltimore Railroad near the residence of Hon. Hiram McCullough, while still another proposes to strike the Philadelphia road near North East.

The Hagerstown (Pa.) *Mail* says that two corps of engineers, under the direction of the Pennsylvania R. R. Co., are surveying two different lines for the extension of the Cumberland Valley Railroad from Hagerstown to Williamsport, and also surveying a line from Mercersburg to connect that place with the Cumberland Valley Railroad at some point between Chambersburg and Hagerstown.

The Springfield and Long Meadow Railroad Company was organized at Springfield on the 27th ult., with the following officers: Willis Phelps, President; D. L. Harris, clerk, and J. D. Brewer, treasurer. The road will give Springfield direct connection with New London, Conn.

A dispatch dated San Francisco, April 27th, says that "Visitors have commenced congregating in the vicinity of the end of the Central Pacific Railroad, to witness the laying of the last rail and the driving of the last spike on the Pacific Railroad, which will take place at or near Promontory Point, Utah, on Friday or Saturday next.

Surveyors are at present engaged in surveying the route for a railroad to be constructed from Parkton, on the Northern Central Railroad, to Manchester, Carroll county, Md. It is now considered quite certain that the road will be built at an early day.

The extension of the New York and Hackensack Railroad through Pascack Valley is being pushed vigorously, the work being under way for nearly ten miles. This road is to connect with the Erie at the State line, and will, it is anticipated, be finished this year.

The Devall's Bluff *Journal* of the 7th ult., says the contract for building the railroad bridge across White river, has been let, and the work will be commenced immediately.

NEW YORK CEMENT CO.**ROSENDALE,****Ulster County, New York.**

Our Cement will be, as heretofore, of FIRST QUALITY, put up in GOOD BARRELS, made by ourselves. All orders promptly attended to.

NEW YORK CEMENT CO.,**34½ Pine St., New York.****Blue Ridge Railroad.**

THE attention of Contractors is invited to the work of completing the Blue Ridge Railroad, in South Carolina, from Anderson, South Carolina, to Knoxville, Tennessee—a distance of one hundred and fifty-two miles to build.

The Executive Committee of the Board of Directors is prepared to enter into negotiations with responsible persons, who may desire to undertake the work.

Payments will be made in first mortgage (7) per cent. currency bonds of the company, secured by the guarantee of the State of South Carolina, for the punctual payment of both principal and interest. The mortgage covers unencumbered property of the company, which cost three and a quarter millions of dollars in gold, and embraces fifty miles of road complete and in running order.

Detailed Estimates, Plans, Profiles and Specifications, will be ready for inspection by JUNE 1, 1869. Meanwhile, approximate quantities and other information concerning the work may be obtained by application to Col. James P. Low, the Chief Engineer of the Company, or to the undersigned, at Columbia, South Carolina.

R. K. SCOTT,

5118

Chairman of Executive Committee.

TO RAILWAY CONTRACTORS.

The Graduation and Masonry of the **FREDERICK AND PENNSYLVANIA LINE RAILWAY**, embracing twenty-eight sections of more than one mile each, are advertised for contract, and PROPOSALS for the same will be received at the Company's office in the city of Frederick, Md., up to the 25TH DAY OF MAY, inclusive. Specifications, plans and profiles of the work will be ready for inspection at the office of the Company in Frederick, and at the office of the Western Maryland Railroad, in Baltimore, from the 15th day of May, where contractors will obtain all necessary information to enable them to examine the line. The Company reserves the right to reject all or a part of each bid.

4118

JOHN LOATS, President.**Railroad Inventions
FOR GREATER SAFETY.**

The under part of the rail has feet straight or angular to prevent the moving of the rail on the sleepers. Two or more or less run parallel on the bottom, so as to press in the sleepers an inch more or less, or they may be made open, V fashion, and pieces thicker and wider across each end of the rail as chairs, or any other device on the bottom to keep the rail in its place, slots or circles open on the sides, with raised neck for the spikes or screws. The wheels with one flange or more not rounded, but straight flat, 25 degrees about; the barrel or bearing crowned like a keg or enlarged at the outer end like a keeler or pail, and elongated to lift on curves; the centre of wheels extended tubular to receive the axle; another wheel of less diameter with tube on the axle to keep it from bending and catch the car and keep it safely in case of accident. These rails of steel are for sale, as well as iron with harden tops, wheels, &c., etc., or any part of them, or 1,000 tons of each, or less, will be furnished to companies on demand, or a royalty will be charged by the inventor.

A. BEEBE,**78 Cedar street.****Jonathan T. Hobby,****MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.****BOOTH'S DUPLEX,
SAFETY,
Steel and Iron Rails,**

Now fully demonstrated to be the TRUE STEEL RAIL, we are now ready to negotiate with Railroad Companies for its adoption under such arrangements and suggestions as we will upon application by letter or in person make known to them. Opening a new era in Railway economy hitherto unprecedented. All communications must bear the signature of either the President, Vice President, Superintendent or Engineer.

J. L. BOOTH & CO.,**Rochester, N. Y.****HAVEN & ALLEN,****72 Broadway, N. Y.****TO CONTRACTORS.****Pittsburg and Connellsville Railroad.**

PROPOSALS WILL BE RECEIVED up to Saturday, May 1st, inclusive, for the GRADUATION, MA-SONRY and BALLASTING of the remaining 47 sections of this road, situated at intervals upon the 90 miles between Connellsville and Cumberland.

Specifications will be ready for distribution at the Pittsburg and Cumberland offices on Friday, the 9th of April, and all information necessary to the proper examination of the work will be afforded by the engineers upon the line.

By order of the President and Directors.

BENJ. H. LATROBE, Chief Engineer.**OFFICE PITTSBURG AND CONNELLSVILLE R. R. CO.,**

5113

Pittsburg, March 18th, 1869.**WM. KUMBELS**

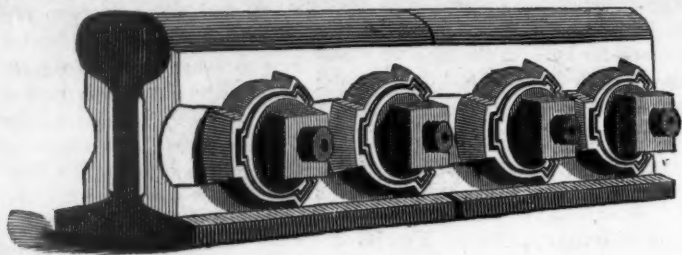
Patent machine stretched Leather Belting, with all the necessary articles required. A satisfactory discount on all purchases both large and small. Address

PETER W. KUMBEL,**26 Ferry St., N. Y.****Hemp Packing.****BEST HACKLED HEMP PACKING,****For Sale by****WILLIAMS, PAGE & CO.,****91 Water St., Boston,****SCOTCH PIG IRON.****ALL THE APPROVED BRANDS OF****NO. 1 SCOTCH PIG IRON.****In Yard, on Dock and to Arrive,****In Lots to Suit Purchasers. Apply to****HENDERSON BROTHERS,****6 Bowling Green,****New York.****RAILROAD TIES.****WHITE OAK, CHESTNUT AND CEDAR.****Pig, Bar and Railroad Iron.****Coal Buckets, Blocks, Dumping Cars, Wheelbarrows,****&c.****HOLLINS, KIRKUP & CO.,**

6m48

24 Dey street, N. Y.**CAR PLUSHES.****Best French and German makes.****LOUIS WINDMULLER & ROELKER,****20 Reade street.****GERMAN STEEL AND HARDWARE.****For sale by****LOUIS WINDMULLER & ROELKER,****20 Reade street****RICHARD B. OSBORNE,****CIVIL ENGINEER,****No. 431 Walnut street, Philadelphia.**

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY
VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

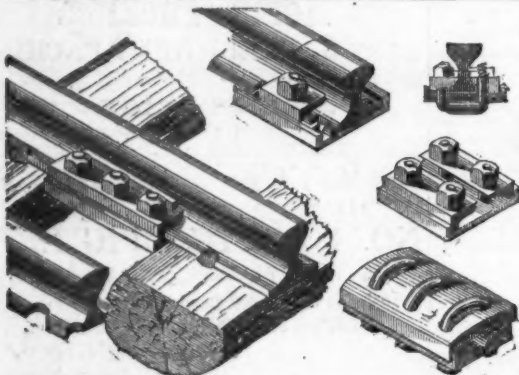
That this joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

S. & C. WARDLOW,
PORTOBELLO STEEL WORKS,

AND
Congress Rolling Mills, Tilts and Forges,
SHEFFIELD, ENGLAND,

Manufacturers of the Celebrated CAST STEEL for Tools,
Dies, Taps, Punches, &c.

No. 13 GOLD STREET, NEW YORK.
ESTABLISHED 1833.

RAILROAD TIES.

100,000 EASTERN SPRUCE AND HEMLOCK
Ties, 8, 9 and 10 feet long, 6+6 inch face.
For delivery from April to September next, as required.
Also, Oak, Chestnut, Pine, Cedar, and Cypress Ties, and
R. R. Timber. Apply to

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NOTICE TO SHIPPERS—Freight for steamer
ARIZONA received until 4 P. M. on FRIDAY, April 30.
All usual facilities afforded shippers in collecting inland
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For freight or passage tickets and all further information
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Orders for Old Rails promptly filled.
Agent for the Dry Dock Mill Hot-punched Fish
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SAFETY,
EFFICIENCY,
DURABILITY,
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All Combined in the Safety Truck, for Locomotive En-
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CAR SPRINGS,
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TESTIMONIAL.

Baltimore, Md., April 16, 1888.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

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CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

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Manufacturers of

Volute, Rubber Center Spiral,

Compound Spiral, India Rubber,

And other

RAILWAY CAR SPRINGS

No. 1 Barclay-st., | No. 15 La Salle-st.,
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HEBBARD CAR SPRING CO.,

MANUFACTURERS OF

Patent Right and Left Spiral
STEEL CAR SPRINGS.



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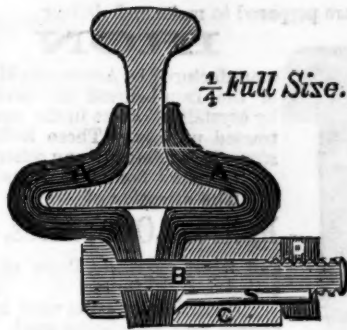
Scott's Wrought Iron Clamp Truss Joint
FOR RAILROAD RAILS.

LENGTH 9 TO 12 INCHES,
WEIGHT 20 TO 30 LBS.

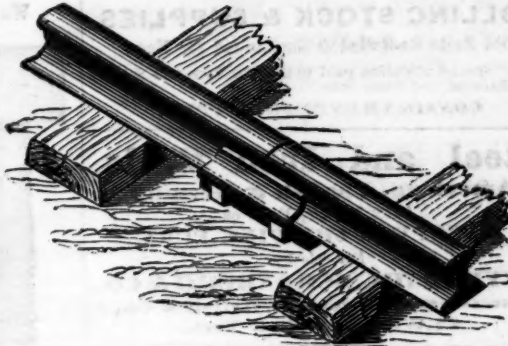
Has been tested to 24,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a TRUSS, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is SIMPLE, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION.



VIEW.



VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two 1/2 inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The LOCK of the NUT, which prevents its jarring loose.

The patentee is prepared to fill orders sufficient for four miles of track per day.

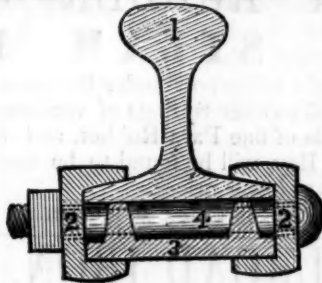
Provision has been made to prevent sliding of the rails.

For particulars, address

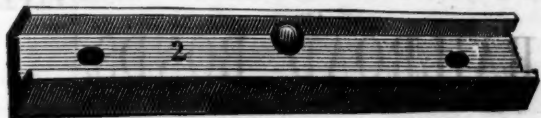
JOHN H. OSBORNE,
Morrisville, Bucks Co., Penn.

And **BENJ. SCOTT,**
New Brighton, Pa.

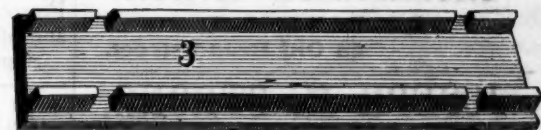
THE PHOENIX IRON COMPANY'S
PATENT
NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new *Suspension Rail Joint*, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3), with the flanges of the rail and the bottom plate embraced by the side clamps (2), and held firmly in place by bolts (4.) In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly*, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

PHOENIX IRON COMPANY, Philadelphia, Pa.

FIVE SECOND HAND LOCOMOTIVES

in working order—Gauge 4 ft. 8 1-2 inches.

	No. Div.	Diam. Drivers.	Cylinder.	Fire Box.	Flues.	Size of Flues.	Diam. Boiler.	Weight in running order.	Connect'n.
1st.	4	5 feet.	14 X 20	38 X 37	127	10 feet 8 X 2	42 in.	50,100 lbs.	Inside.
2d.	4	5 feet.	13 X 20	42 X 40 1/2	131	10 feet 2 X 1 1/2	42 in.	45,700 lbs.	Outside.
3d.	4	5 ft. 6	15 X 20	44 X 38	150	11 feet X 1 1/2	44 in.	52,600 lbs.	Inside.
4th.	4	5 feet.	15 X 24	41 X 37	140	11 feet 2 X 2	43 in.	57,000 lbs.	Outside.
5th.	4	5 feet.	13 1/2 X 22	40 X 38	103	11 feet X 2	40 in.	43,400 lbs.	Outside.

The above engines arranged for burning wood, are now running, and are in fair working order, and will be sold low for cash.

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39 Walker Street, New-York.

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manufactured by Automatic Machinery in such manner as to increase the strength
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of Bolts of any other machine in use.

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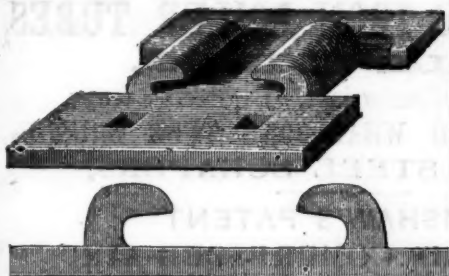


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Railroad Chair Works,

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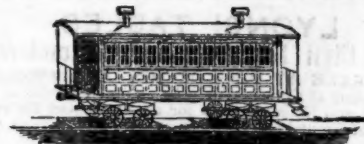
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2. For Side Hill Cuts and Fills.	14. " " " 1½ to 1
3. Base 12 ft. Slopes 1½ to 1.	15. " " " 1½ to 1
4. " " " 1½ to 1.	16. " " " 1½ to 1
5. " " " 1½ to 1.	17. " " " 1½ to 1
6. " " " 1½ to 1.	18. " " " 1½ to 1
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10. " " " 1½ to 1.	22. " " " 1½ to 1
11. " " " 1½ to 1.	23. " " " 1½ to 1
12. " " " 1½ to 1.	24. " " " 1½ to 1

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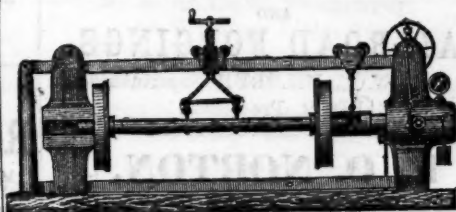
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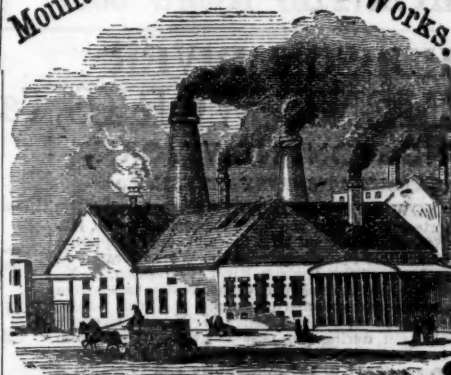
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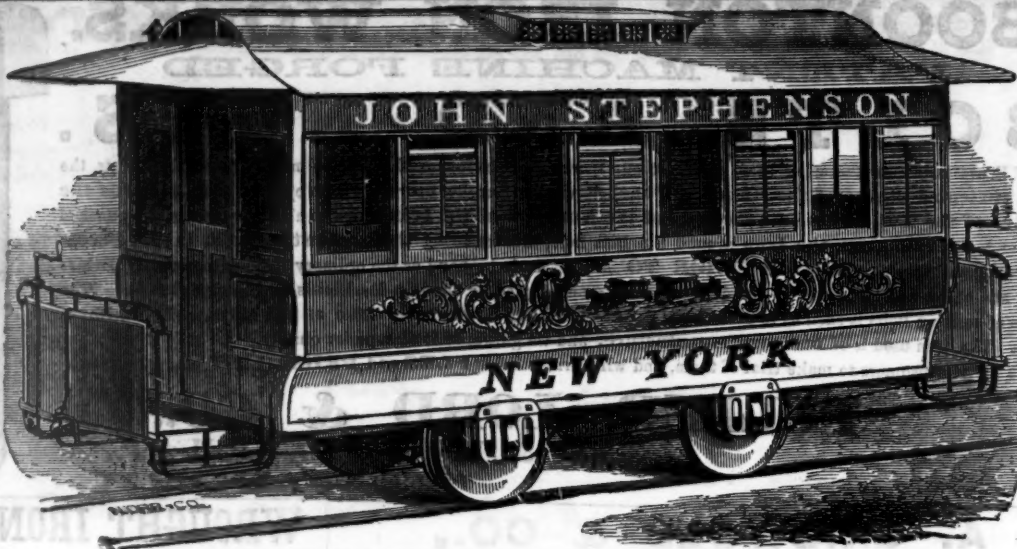
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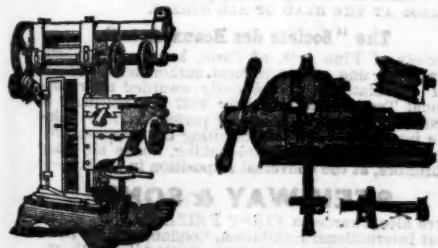
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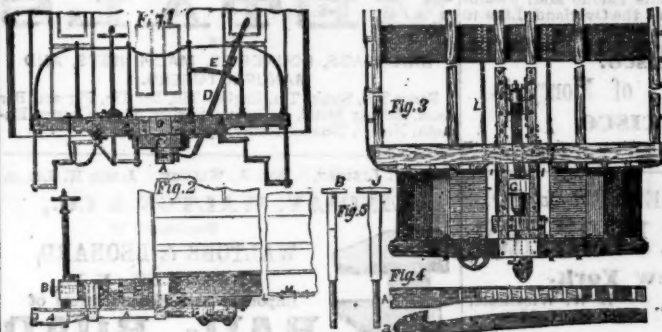
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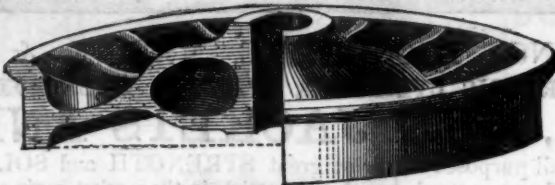
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